

STANDARD OPERATING PROCEDURES

MAKING A LEFT TURN

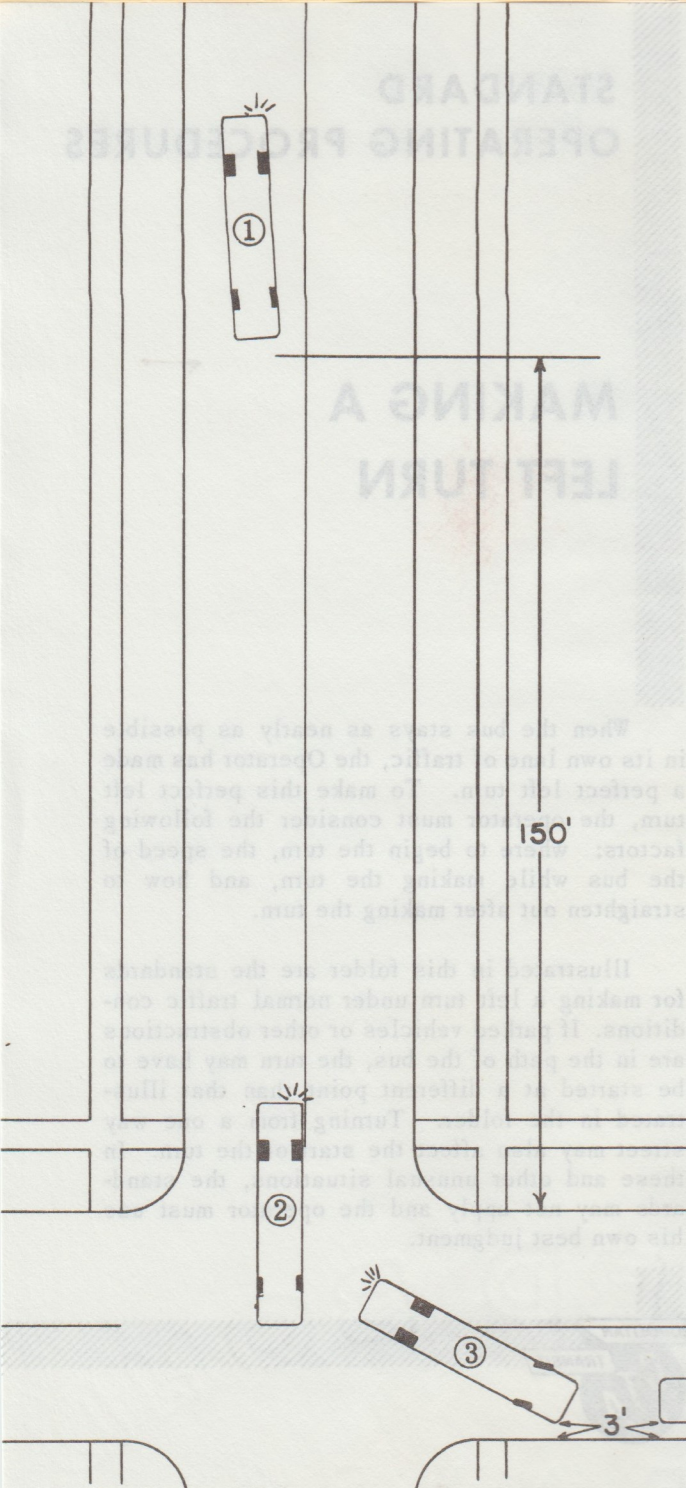
When the bus stays as nearly as possible in its own lane of traffic, the Operator has made a perfect left turn. To make this perfect left turn, the operator must consider the following factors: where to begin the turn, the speed of the bus while making the turn, and how to straighten out after making the turn.

Illustrated in this folder are the standards for making a left turn under normal traffic conditions. If parked vehicles or other obstructions are in the path of the bus, the turn may have to be started at a different point than that illustrated in the folder. Turning from a one way street may also affect the start of the turn. In these and other unusual situations, the standards may not apply and the operator must use his own best judgment.

METROPOLITAN

TRANSIT





1. APPROACH

Move bus into the center lane at least 150 feet before the intersection is reached.

Give arm signal and activate turn indicator 150 feet from the intersection.

Reduce speed so that bus will be moving at 3-5 MPH when it reaches the intersection.

2. PREPARE TO TURN

When vehicles are approaching from the opposite direction:

- Stop with the front of the bus at the center of the intersecting street.
- Keep wheels straight while standing in the intersection.
- Wait for gap in traffic.

When no vehicles are approaching from the opposite direction, begin turn when the front of the bus is at the center of the intersecting street.

3. TURN

Use steady hand-over-hand movement.

Operate at 3-5 MPH (have foot on brake pedal unless speed is less than 3 MPH).

Watch front overhang; be especially cautious if vehicles are parked close to corner curb.

Use mirrors to check clearance with vehicles and pedestrians.

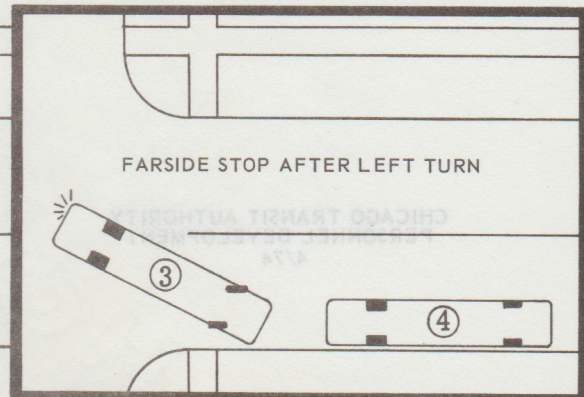
Where no service stop is required after the turn, begin to straighten out when the right front corner of the bus is about three feet from the curb or parked vehicles.

Where service stop is required after the turn (see inset) begin to straighten out when the right front corner is one foot from the curb.

4. STRAIGHTEN OUT

Where no service stop is required, straighten out into your driving lane, keeping 3-5 feet clearance from curb or parked cars. After bus is straightened out, resume normal speed.

Where service stop is required (see inset), straighten out so that bus is parallel to and about 1 foot from the curb; then stop.



APPROACH

Move bus into the center lane or least 150 feet before the intersection is reached.
Give one signal and activate turn indicator 150 feet from the intersection.
Reduce speed so that bus will be moving at 3-5 MPH when it reaches the intersection.

PREPARE TO TURN

When vehicles are approaching from the opposite direction:
1. Stop with the front of the bus at the center of the intersecting street.
2. Keep wheels straight while standing in the intersection.
3. Wait for gap in traffic.
When no vehicles are approaching from the opposite direction, begin turn when the front of the bus is at the center of the intersecting street.

TURN

Use steady hand-over-hand movement.
Rotate at 3-5 MPH (have foot on brake pedal unless speed is less than 3 MPH).
Watch front overhang; be especially cautious if vehicles are parked close to corner curb.
Use mirrors to check clearance with vehicles and pedestrians.
Where no service stop is required after the turn begin to straighten out when the right front corner of the bus is about three feet from the curb or parked vehicles.
Where service stop is required after the turn (see inset) begin to straighten out when the right front corner is one foot from the curb.

STRAIGHTEN OUT

Where no service stop is required, straighten out into your driving lane, keeping 3-5 foot clearance from curb or parked cars. After bus is straightened out, resume normal speed.
Where service stop is required (see inset), straighten out so that bus is parallel to and about 1 foot from the curb, then stop.

PARSIDE STOP AFTER LEFT TURN

CHICAGO TRANSIT AUTHORITY
PERSONNEL DEVELOPMENT
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