

# STANDARD OPERATING PROCEDURES

## MAKING A RIGHT TURN

When the bus clears the curb at the corner and stays as nearly as possible in its own lane of traffic, the Operator has made a perfect right turn. To make this perfect turn, the Operator must consider the following factors: where to stop prior to the turn, how far to angle out when leaving the curb, 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 right turn under average conditions. If the corner curb is rounded off very little, the angle of the bus must be greater than that illustrated in the folder. If the corner curb is rounded off a great deal, the angle of the bus may be less than that illustrated in the folder. When there are unusual conditions such as illegally parked cars or temporary obstructions, these standards may not apply and the Operator must use his best judgment.

METROPOLITAN

TRANSIT





## APPROACH

1. Give right turn arm signal and activate turn indicator 150 feet from the intersection.
2. Follow standard operating procedures for curbing, but prepare to make a service stop 25 feet from the corner. If parked cars prevent curbing (see inset), prepare to make service stop short of the crosswalk.

If there are passengers to board or alight, stop; if not, reduce speed to 3-5 MPH.

## PREPARE TO TURN

3. Stop making change and issuing and receiving transfers; concentrate fully on driving.

When bus is at the curb, wait for a gap in traffic and then angle out until the front doors are about 10 feet out and you can look down the curb line of the street into which you will turn. While angling out, give right turn arm signal and activate right turn indicator.

When bus is alongside parked cars (see inset), proceed straight forward until you can look down the curb line of the street into which you will turn. While proceeding give right turn arm signal and activate right turn indicator.

## TURN

4. While turning, 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 front of bus crosses the center line.

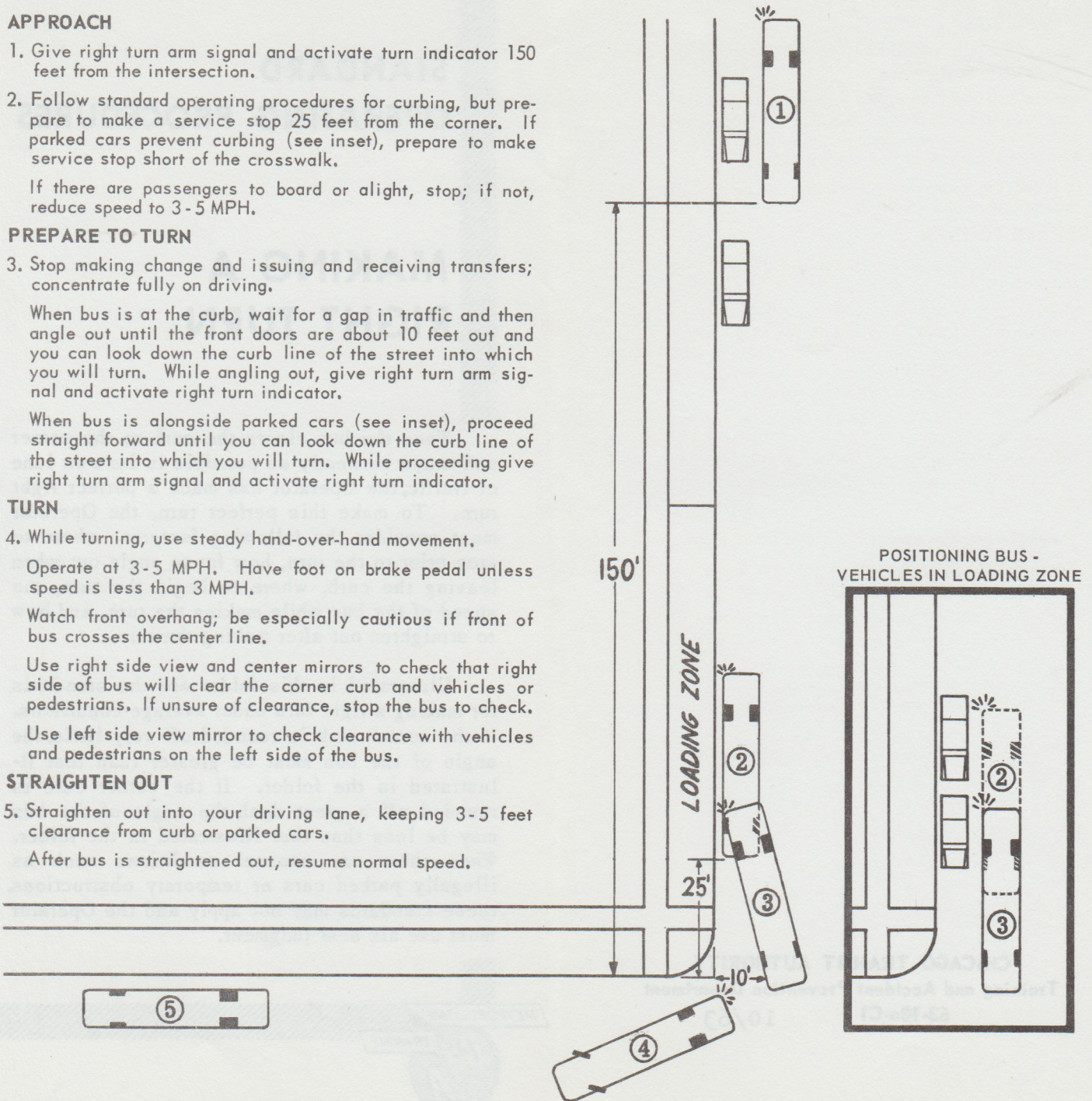
Use right side view and center mirrors to check that right side of bus will clear the corner curb and vehicles or pedestrians. If unsure of clearance, stop the bus to check.

Use left side view mirror to check clearance with vehicles and pedestrians on the left side of the bus.

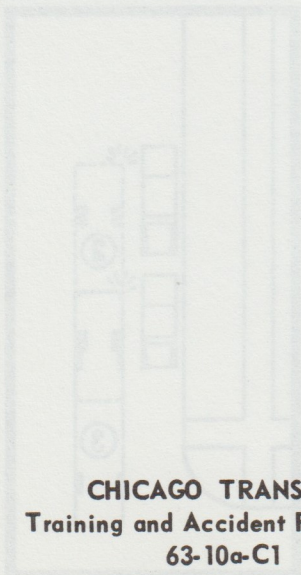
## STRAIGHTEN OUT

5. Straighten out into your driving lane, keeping 3-5 feet clearance from curb or parked cars.

After bus is straightened out, resume normal speed.



VEHICLES IN LOADING ZONE  
- POSITIONING BUS -



**CHICAGO TRANSIT AUTHORITY**  
**Training and Accident Prevention Department**

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