

**Open** turnouts are located on the Far-Side at signalized intersections at the beginning of a block and are open to upstream traffic. The signal creates breaks in the flow of traffic to permit bus drivers to re-enter the travel lane. The bus driver can decelerate across the intersection and then move from the travel lane into the turnout. This allows the bus to move efficiently into the turnout and to stop out of the flow of traffic. Major disadvantages include: (1) bus re-entry into the general traffic lane may be delayed by through traffic, and (2) passengers loading areas and pedestrian walking space may be compromised. Pedestrian walking distance to cross the intersection is increased because the intersection width is increased by the width of the bus turnout. The open bus turnout can create conflicts for right-turning vehicles from the cross street that use the bus turnout for acceleration.\*

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\* Rev. 1/17