CLAIMS

1. A method of controlling a first vehicle autonomously in order to complete a turn comprising:

maneuvering, by the one or more processors, the first vehicle autonomously to complete a first portion of the turn in a way that would allow the first vehicle to cancel the turn and also allow a second vehicle to pass by the first vehicle without causing a collision between the first vehicle and the second vehicle;

determining, by the one or more processors, whether the second vehicle is taking a responsive action in response to the maneuvering;

maneuvering the first vehicle autonomously to complete a second portion of the turn, by the one or more processors, by controlling the first vehicle autonomously based on the determination.

2. The method of claim 1, wherein the maneuvering is performed and in order to indicate to the second vehicle or a driver of the second vehicle that the first vehicle is attempting to complete the turn.

3. The method of claim 1, wherein the turn includes making a right turn from a first roadway to a second roadway across a path second vehicle on the second roadway.

4. The method of claim 1, wherein when determination indicates that the second vehicle is taking the responsive action, controlling the first vehicle includes pulling in front of the second vehicle.

5. The method of claim 1, when determination indicates that the second vehicle is not taking the responsive action, controlling the first vehicle includes waiting for the second vehicle to pass the first vehicle and pulling the first vehicle behind the second vehicle.

6. The method of claim 1, further comprising, before the maneuvering, predicting that the second vehicle will take the responsive action.

7. The method of claim 1, wherein the turn includes making a left turn from a first roadway to leave the first roadway and requires crossing a path of the second vehicle on the first roadway.

8. The method of claim 7, wherein the turn includes making a left turn into a parking lot or driveway.

9. The method of claim 7, wherein the turn includes making a left turn onto a second roadway at an intersection.

10. The method of claim 1, wherein the responsive action includes the second vehicle slowing down to a particular speed.

11. The method of claim 1, wherein the particular responsive action includes the second vehicle changing lanes.

12. The method of claim 1, further comprising:

controlling, by the one or more processors, the first vehicle autonomously along a route; and

prior to maneuver the first vehicle to complete the turn, determining, by the one or more processors, that the first vehicle must take the turn to proceed along the route.

13. The method of claim 1, further comprising determining the first part of the turn based on an accommodation protocol that limits an expected responsive action by the second vehicle.

14. The method of claim 13, wherein the accommodation protocol limits an amount of the expected responsive action.

15. The method of claim 13, wherein the accommodation protocol limits an expected amount of deceleration by the second vehicle for the expected responsive action.

16. The method of claim 13, wherein the accommodation protocol limits an expected amount of acceleration by the second vehicle for the expected responsive action.

17. The method of claim 13, wherein the accommodation protocol limits a type of the expected responsive action.

18. The method of claim 13, wherein the accommodation protocol prohibits the first part from causing the second vehicle to change lanes.

19. The method of claim 13, wherein the accommodation protocol prohibits the first part from causing the second vehicle to drive in a shoulder.

20. The method of claim 13, wherein the accommodation protocol prohibits the first part from causing the second vehicle to make an illegal maneuver.