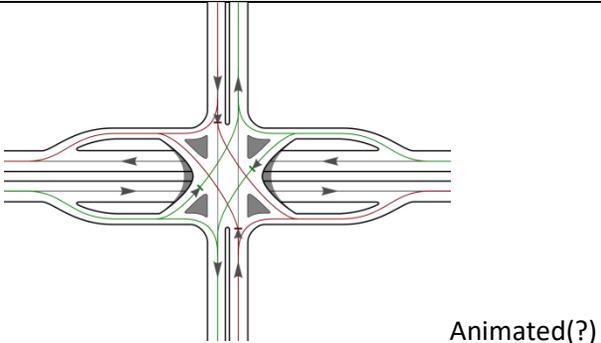
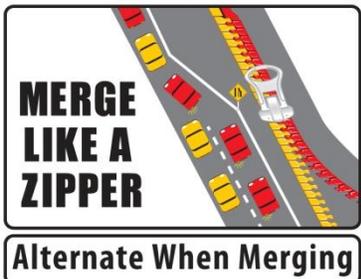


Visual	Audio
<p>TITLE CARD in style of TED Talks:  <b>TEDS</b>            Transportation Education Done Simply  <i>[MnDOT and TZD Logos]</i></p>	<p><i>[Sound of applause]</i></p>
<p>Presenter on stage in front of audience <i>[audience can be implied rather than shown]</i>; large screen behind presenter</p>	<p><i>[Applause fades]</i> <b>PRESENTER:</b> Imagine yourself driving home from some event. It's late at night, and you're sitting at a traffic light waiting to make a left-hand turn.</p>
<p><i>[Image on large screen]:</i> Single car in a left-turn lane; traffic light is red; no other vehicles seen</p>	<p>It's one-thirty in the morning, there's not another car in sight, and you're waiting at this red light for what seems to be 15 minutes!</p>
<p>Close up of presenter</p>	<p>How long before you get so frustrated that you run the light?</p>
<p>Mid-range shot of presenter, screen behind presenter shows a roundabout</p>	<p>I want to share with you today how the traffic technology known as the roundabout eliminates that frustration you just vicariously experienced. Not only that, but you're going to see how you can safely and quickly get from Point A to Point B, through a roundabout, in a way that saves time, saves fuel and other energy resources, saves money, lowers pollution, and decreases the number and severity of crashes.</p>
	<p>It's a beautifully simple concept. Eliminate traffic lights and stop signs, keep the traffic flowing, and reap all the benefits I've just described. But I know what you're thinking. You think "roundabout" and your mind pictures something like this...</p>
	<p>THIS...looks neither beautiful nor simple. But if we remember just a few basic concepts, it will all begin to look more like...</p>

Visual	Audio
	<p>...this.</p> <p>Traffic in a roundabout always moves in this counter-clockwise direction, the traffic that is actually IN the roundabout always has the right-of-way, and traffic only makes right-hand turns to either enter or exit a roundabout.</p>
<p>Footage of driving through a roundabout to match narration</p>	<p>Roundabouts follow the yield-at-entry rule. Cars approaching a roundabout must wait for a gap in traffic to enter the circle. Before entering a roundabout, look to the left and yield to circulating traffic, but do not stop if it is clear.</p> <p>Follow the ONE WAY sign mounted in the center island (you must drive right of the center island). Signs within the roundabout identify street or ramp locations to assist motorists in finding their appropriate exit. After passing the street prior to your exit, turn on your right turn signal, watch for pedestrians and bicyclists, and exit the roundabout.</p>
<p>Presenter on stage</p>	<p>There now...that wasn't so hard, was it? Just keep your eyes open and your speed slow. Your traffic frustration level just took a nose dive!</p>
<p>Close-up of presenter</p>	<p>There's another bit of technology that is helping with the whole "waiting to turn left" thing. Simply put, it's the Flashing Yellow Arrow.</p>
	<p>This signal is rapidly gaining acceptance and has proven to cause fewer delays and fewer driver errors. Instead of the confusion of a standard green light or the limited turning time available with a solid green arrow, the flashing yellow arrow allows motorists to turn after yielding to oncoming traffic and any pedestrians in the crosswalk.</p>
<p>Mid-range shot of presenter</p>	<p>Since we're on the subject of left-hand turns, let's talk about trying to turn left onto a rural, 4-lane highway...or even just crossing one.</p>

Visual	Audio
Footage of T-bone collision on rural 4-lane	Some of the most damaging and deadly collisions occur when a motorist misgauges the speed of the cross traffic and ends up being broadsided, or T-boned.
Wide shot of presenter with screen in background	To help reduce the risks in these situations, MnDOT has installed 8 Reduced Conflict Intersections, or J-turns, throughout the state, with plans for at least 6 more in the next 5 years.
<p data-bbox="305 562 591 600">Left hand turn onto divided highway using a Reduced Conflict Intersection</p> 	If you tilt your head to the left, you can see here why it's called a J-turn. To turn left, a driver coming from the bottom of this diagram only has to check for traffic coming from his or her left, make a right-hand turn, merge to the left, and make a U-turn...again, only needing to check for traffic in one direction.
	Left and right turns from the highway are unaffected by this style of intersection, and J-turns have been proven to reduce injury crashes by 42% and reduce <i>fatal</i> crashes by 70%!
Presenter turns and walks toward another section of the audience	Other technological tools for making rural intersections safer are Rural Intersection Conflict Warning Systems, or RICWS. The most common of these involves signs like...
	...this: warning motorists on major roads that when they see the lights flashing, there is traffic on a minor road approaching the intersection.
"Traffic Approaching When Flashing" sign	At the same time, motorists on the <i>minor</i> road will be warned of approaching traffic by the message and flashing light on THIS sign.
Presenter on stage	Beyond a doubt, the most dangerous part of any trip in a motor vehicle is when you are either crossing or turning into another roadway. We big-time professionals call that...an intersection. I'll give you time to write down that term. [SOUND CUE: Slight chuckle from audience]

Visual	Audio
<p>Close-up of smiling presenter</p>	<p>But seriously, that’s why everything we’ve talked about so far involves an intersection. And there are two more intersection technologies you need to be aware of.</p>
	<p>MnDOT is constructing several Diverging Diamond interchanges throughout the state. These interchanges cut overall traffic delays up to 60% and eliminate the need for hard left turns across opposing traffic lanes. To get a better idea of how the Diverging Diamond works, let’s watch this short video from the <i>Missouri</i> Department of Transportation.</p>
<p><a href="https://www.youtube.com/watch?v=JlypFKBz4YI">https://www.youtube.com/watch?v=JlypFKBz4YI</a> “I-270 and Dorsett Road Diverging Diamond Interchange”</p>	<p><b>[Either get permission to use MoDOT’s video, or create a drive-through demonstration of our own.]</b></p>
<p>Mid-range shot of presenter</p>	<p>The final interchange type is the Single-Point Diamond interchange. Instead of the familiar cloverleaf design of on- and off-ramps for moving traffic onto or off of a freeway, a single-point diamond interchange involves a single bridge, either over or under the freeway.</p>
 <p>Animated(?) diagram of single-point diamond interchange</p>	<p>At first glance, this may look a little confusing, but pay attention to the colors of the lines. The gray lines are the through-traffic, traveling on the freeway. The red lines show the flow of traffic from the minor road, through the traffic signals on the bridge, and onto the freeway. That leaves the green lines to show how traffic moves from the freeway onto the smaller roadway.</p>
<p>Presenter on stage, in front of screen</p>	<p>While snow removal from the bridge intersection can be a little more of a challenge than normal, the advantages of more efficient and safe traffic flow, using less space, far outweighs the disadvantages.</p>
<p>Wide shot: Presenter turns and crosses the stage</p>	<p>Let’s move on to some other traffic technology designed to make your life as a Minnesota motorist easier and safer.</p>
<p>Mid-range shot of presenter</p>	<p>How often does this happen to you? You’re driving along, and all of a sudden you see the dreaded “Lane Closed Ahead” sign.</p>

Visual	Audio
	<p>You're immediately surrounded by brake lights, everybody is trying to get into the left lane at the same time, one lane is totally clear, and traffic in the other lane comes to a complete halt.</p>
	<p>Far better...far, far better...is the Zipper Merge. Keep using both lanes all the way up to where the lane actually closes. Then, simply take turns getting into the single lane.</p>
	<p>A lot of good things happen when motorists merge like a zipper: It reduces differences in speeds between the two lanes, which creates a sense of fairness and equity that all lanes are moving at the same rate; and it reduces the overall length of traffic backup by as much as 40 percent!</p>
<p>Picture or video of a rural snow gate/closed road</p>	<p>Speaking of closed lanes...Be grateful for those times in the winter when MnDOT uses gates and signs and 511mn.org and news reports to close a road. They only do it during blizzard conditions, when it is unsafe for you and even the snow plow drivers. And after the storm, those closed roads can be cleaned up and open much more quickly when there are no stranded vehicles blocking the way.</p>
	<p>Two more lane-centric topics...one...the express lane; also known as the diamond lane or MnPASS lane. Just to be clear, this lane is always open and free to use for car pools, buses, and motorcycles. But if you're a solo driver, it will cost you to drive in the express lane during peak hours. Check out <a href="http://mnpass.org">mnpass.org</a> for all the info you need.</p>

Visual	Audio
<p><b>Smart Lanes.</b> Real Time. Real Choices. Real Safe.</p> 	<p>And then there is the Smart Lane. Minnesota's Smart Lanes are the electronic signs over lanes of traffic that provide real-time information to help motorists make informed decisions about their commute.</p> <p>Pay attention to these! The signs display information about road conditions to improve traffic flow, reduce congestion, and improve safety.</p>
<p>Presenter with screen in background</p>	<p>Now's a good time to remind you that when MnDOT gives you information, it's almost always about YOU...for YOUR benefit. The desire is to keep traffic moving as freely and safely as possible.</p>
	<p>Dynamic Speed Display Signs help you keep it legal and safe by showing you what your actual speed is.</p>
	<p>Portable, Changeable Message Signs direct you in ways specific to the present situation</p>
<p>Wide shot of presenter on stage</p>	<p>And finally, a shout-out to someone we haven't mentioned yet...the pedestrian. MnDOT even has transportation technology that makes things safer for them!</p>
	<p>It's called a HAWK, or High-intensity Activated Crosswalk. They provide a way for pedestrians to stop traffic for a midblock crosswalk. When activated by a pedestrian, the single yellow lens will flash, then go solid, advising motorists to stop. Then, when the double red lenses light up, the pedestrian can cross safely. HAWKS have proven to reduce pedestrian crashes by up to 69% and total roadway crashes by 29%!</p>

Visual	Audio
<p>Presenter on stage with CLOSING TITLE CARD on screen in background</p>	<p>So...make sure you inform yourself of any special road conditions or work zones by checking 511mn.org or the 511mn phone app, or by calling 511. Then get out there, pay attention to any warning signs, and enjoy the benefits of transportation technology for the rest of your long, long life!</p>
<p>CLOSING TITLE CARD: MnDOT and TZD logos; website, Twitter, and Facebook info</p>	<p><i>[Applause]</i></p>