The Utah Department of Transportation (UDOT) opened the first 15 miles of Mountain View Corridor (MVC) in December 2012. UDOT constructed two lanes in each direction from 16000 South to 5400 South, with signalized intersections and the on- and off ramps of the future freeway.

Mountain View Corridor has been built according to nationally recognized safety standards. However, it appears that some motorists are not paying attention to the appropriate traffic signals. Recent data collected shows the number of accidents at each intersection caused by motorists running red lights. Running red lights is more common while crossing MVC at intersections from east to west.

To help reduce the number of accidents on MVC, UDOT has installed and implemented several safety enhancements.

**Optical Programmable Signals**

Optical programmable signals have been installed at the east and west intersections along MVC to minimize drivers running a red light. These signals limit the distance drivers can see the light indication at intersections. The lights at each intersection communicate with each other to coordinate timing.

**Retro-Reflective Tape**

Retro-reflective yellow tape has been added around the signals to enhance visibility and increase safety, especially at night.

**Advanced Warning Signs (AWS)**

Advanced Warning Signs (AWS) have been installed at certain locations to give advance notice to motorists that they need to stop at intersections to prevent crashes and running red lights on MVC.

**Radar Detection**

Radar detection (dilemma zone detection) has been configured at all MVC intersections. This technology helps extend the green light when vehicles are approaching a traffic signal (i.e. 3 seconds to 6 seconds away from the intersection). Radar detection increases safety by giving motorists more time to cross intersections.
Peer-to-Peer Coordination

Peer-to-Peer coordination has been implemented at all intersections. Peer-to-Peer intersections talk to each other via a network using custom logic that keeps the intersections in sync 24/7, 365 days of the year but also allows for the intersections to respond quickly to changes in traffic volume.

Summary

Each of these safety enhancements has specific criteria for implementation and may not be present at each intersection.

The Utah Department of Transportation continually monitors and makes adjustments as appropriate to the timing at each of the intersections in an effort to enhance safety. Please contact UDOT if you experience an unsafe condition on Mountain View Corridor.

Red-Signal Enforcement Lights

In partnership with the Department of Public Safety, UDOT is installing red signal enforcement lights on MVC in an effort to reduce the frequency of motorists running red lights. These small cylindrical lights will be mounted above traffic signals and flash blue when the traffic signal turns red.

Red signal enforcement lights (aka tattle tale lights) allow police officers to monitor intersections in a safe location and will allow officers to issue citations to drivers who violate the red phase of the signal.