

Fact Sheet



Word on the street:

"I understand train horns are a warning to pedestrians, so it makes sense to blow the horn once or twice when approaching a stop to alert those around. But sometimes the horns can go on for multiple 10-15 mins bursts, late at night. And can be quite annoying...Is there anything that can be done? A petition for horns of lower decibel level? Less usage of the horns, maybe?" (AL)

"This train was here forever on Friday. I went into family dollar, thinking okay I will grab something while it was stopped. Came out, still there at least a half hour, no idea how much longer cause ended up going around. Complete bs!!" (DN)

"I have called and called and called, written letters, it is just a giant run-around.if they were warning a car, pedestrian, it would be a simple horn pull.. But this goes on for a 1/2 hour or more, it is amusement for the train engineers, nothing more. The City has allowed this to go on for too long. I like many that have posted have lived here a long time and just blow it off. But if I had a baby trying to sleep or someone that was ill and was constantly awakened from this, I would have continued to pursue the issue. It just is not OK. The City of Salt Lake needs to step up and make it stop." (AD)

Questions for Union Pacific:

- Why do trains stop and obstruct street intersections along 700 W. & S. Temple?
- Why do trains sound long continues horns during the evening hours?
- Why does Union Pacific neglect its property along the South Temple corridor?
- What happened to the 2007 community investment in Grant Tower & Roper Yard?
- What impact will the NW Quad. \ Inland Port have on train traffic in our community?



What Happened to the 200 S. Quiet Zone?

Last year we met with Salt Lake City, RDA representatives at Neighborhood House. They reported that "Union Pacific was holding up the Quiet Zone on 200 South..." What objections does Union Pacific have to the Quiet Zone?



Helpful Numbers

- Union Pacific: 888-877-7267
- SLC Police: 801-799-3000
- SLC Mayor: 801-535-7704

@PoplarGroveNA



Union Pacific Accountability

SLC ORDINANCE 12.100.110: OBSTRUCTING STREETS

"No railroad company, railroad engineer, railroad conductor, or any other person operating or in control of the movement of any railroad train or locomotive shall cause or permit any locomotive, railroad car, train of railroad cars or any portion thereof to obstruct any intersection between a railroad and public street so as to prevent any person or vehicle from crossing the railroad tracks at such intersection for a period longer than five (5) minutes, except in cases of unavoidable emergencies or impossibility due to the length of such train while moving at a reasonable speed, in which cases notice shall be given at each such crossing by the engineer, conductor or other employee of the railroad company of such delay by means of a handheld sign clearly visible to the waiting motorists or pedestrians that such locomotive, railroad car, train or portion thereof will be delayed for more than five (5) minutes at such crossings. "



BACKGROUND/DISCUSSION

As mentioned earlier, the agreement addressed by the resolution will enable federal funds to help Union Pacific make a series of track improvements and safety upgrades south of downtown Salt Lake City. The improvements will enable higher train speeds through the straightened Grant Tower curves downtown. Straightening the track and making these improvements will result in accomplishing five major goals:

1. Straighter tracks will allow Union Pacific Railroad trains to travel through Salt Lake City faster, eliminating what some consider an operational bottleneck for the railroad.
2. Eliminating the bottleneck will eliminate the need to operate trains on what is known as the 900 South rail line. The line was activated in early 2002. Union Pacific has secured federal permission to abandon the 900 South rail line once the Westside Railroad Realignment Project is complete. After the 900 South line is abandoned the railroad will remove the tracks and transfer the land in the corridor to Salt Lake City.
3. Faster trains also require a series of connected safety projects at intersections. The safety projects ultimately will result in a "quiet zone" throughout much of the City in which trains no longer will be required to blow their horns at the intersections.
4. Reconfiguring the rail lines also allows the Utah Transit Authority to reconfigure its commuter rail line in a way that better enhances development opportunities in the Gateway area.
5. Union Pacific's tracks going west from the city will be consolidated into a single alignment, thereby leaving a corridor in the Euclid neighborhood where the flow of City Creek could be brought to the surface, and a linear park created. The land along this corridor will also be transferred to the City once the tracks are removed.

WESTSIDE RAILROAD REALIGNMENT PROJECT

In 2007, Salt Lake City entered into a series of "Cooperative Agreements" with Union Pacific that resulted in three separate Resolutions approved by the City Council and signed by the Mayor. The February 2007 Resolution had a **\$50 million dollar** price tag, SLC's contribution was \$16.2 million with Salt Lake County, State of Utah, UTA and UP covering the balance.

The snap shot above (*Background/Discussion*) is pg. 2 of a July 12, 2007, Salt Lake City Council memorandum outlining the benefits of Salt Lake City entering into a Cooperative Agreement with Union Pacific (UP) i.e. 1. Trains will travel through Salt Lake City faster 2. UP will abandon the 900 South line allowing for the establishment of a linear park 3. Railroad Quiet Zones will be established and trains will not be required to blow their horns 4. UTA Frontrunner will benefit 5. The South Temple tracks will be consolidated to accommodate the daylighting of City Creek. The Resolution it self states **"Whereas the public benefits include faster clearing of city street crossings, reduced automobile and rail congestion through the metropolitan area, increased public safety and air quality..."** Residents are asking why Salt Lake City did not hold Union Pacific accountable to these agreements? What happen to the investment of our tax dollars?

Panoramic views aplenty

Watch freight, passenger, and light rail amid the Wasatch Range

CITY: Salt Lake City was first settled in 1847, with Union Pacific Railroad rails reaching the Salt Lake Valley in 1870. The Denver & Rio Grande Western arrived in 1883, by 1903 the Los Angeles & Salt Lake was completed, and by 1909 the Western Pacific arrived from Oakland, Calif. Today, the Union Pacific reigns supreme in Utah's capital city, but the Utah Railway, BNSF Railway, Savage Bingham & Garfield, Salt Lake Garfield & Western, Amtrak, and the Utah Transit Authority offer colorful alternatives.

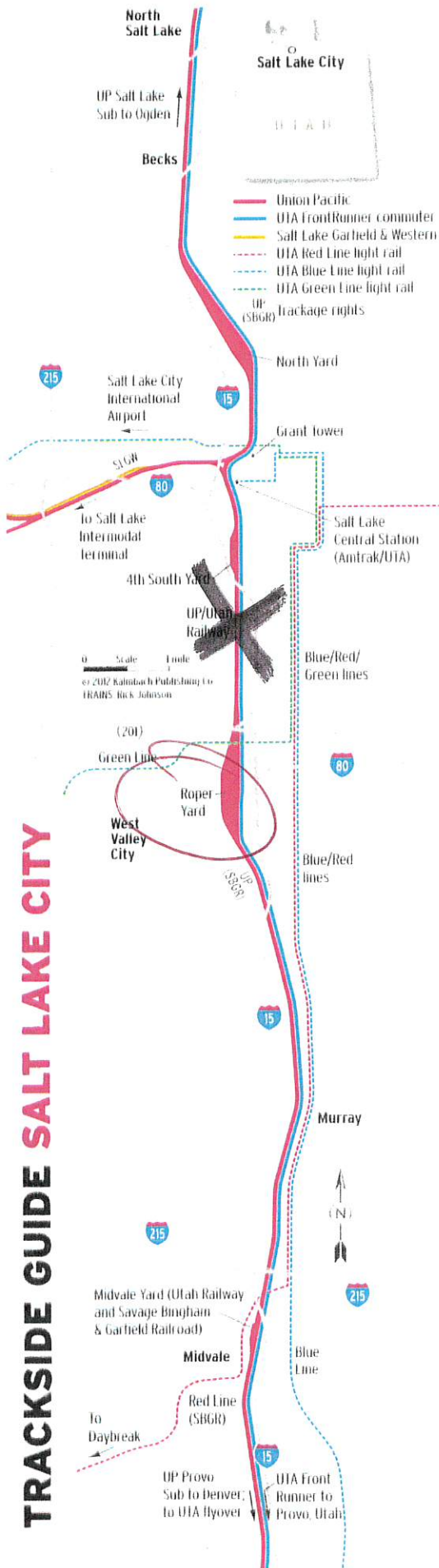
TRAIN-WATCHING: Grant Tower, near the heart of the city, is the best place to observe train activity. Union Pacific, Utah Railway, BNSF, and Utah Transit Authority commuter and light rail trains pass through a four-square-block area bordered by South Temple and Second South streets between 6th and 8th West streets. Public roads offer easy access to Grant Tower and its panoramic views of the city and the Wasatch Mountains. In this location, UTA's FrontRunner commuter trains have their own right-of-way. Union Pacific's Salt Lake Sub runs north to Ogden, Utah; the Provo Sub heads south; and the Lyndyl Sub west to Los Angeles and Oakland.

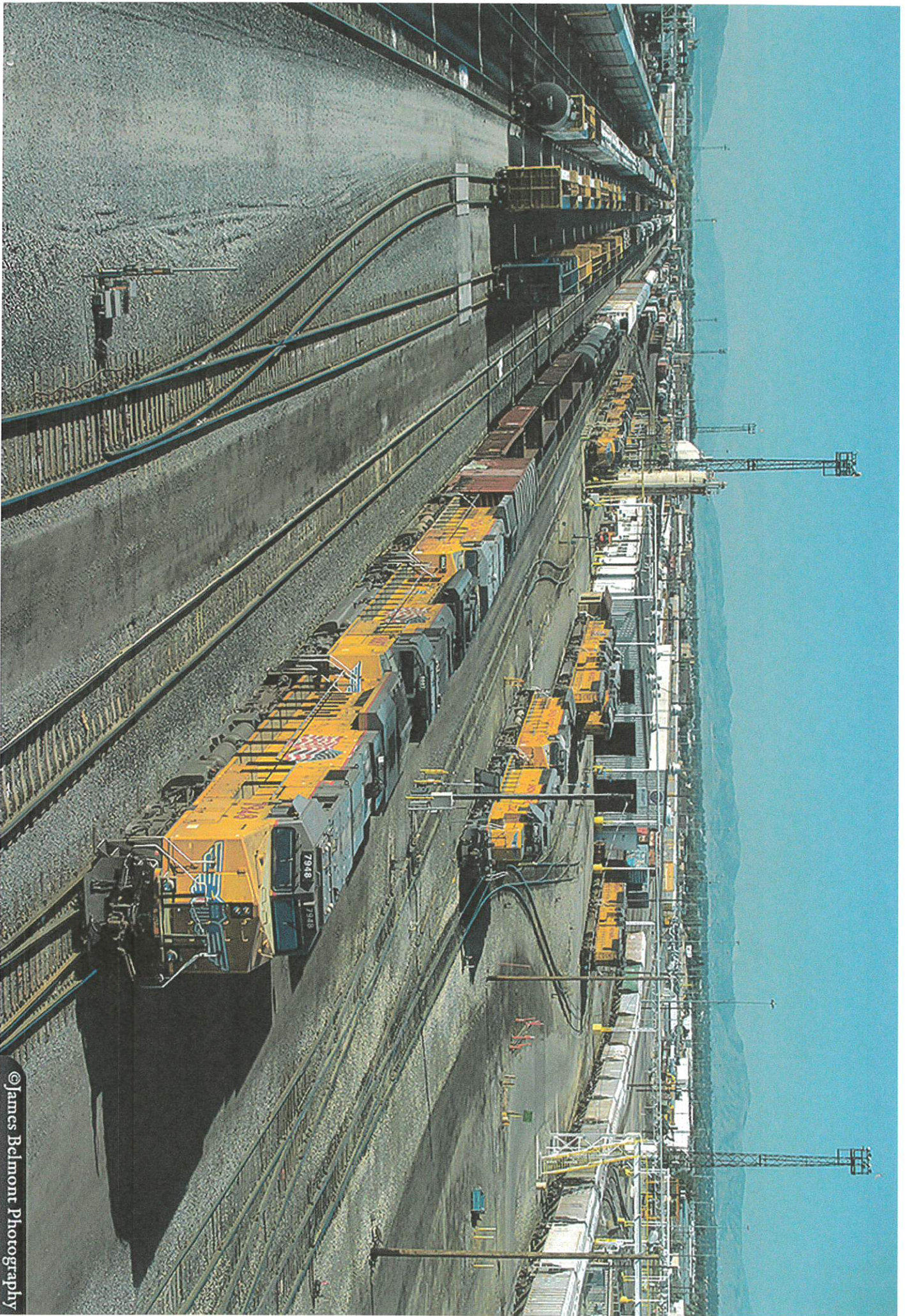
YARDS: Union Pacific has three freight yards in Salt Lake City: North Yard at 6th North Street, the former D&RGW Roper Yard at 21st South Street, and the 4th

South Street yard downtown. The Salt Lake Intermodal Terminal is about 5 miles west of downtown along I-80 at 56th West Street. The Salt Lake Garfield & Western's modest yard and shop can be found near 10th West and North Temple streets. The Utah Railway and the Savage Bingham & Garfield share Midvale Yard at 72nd South Street near I-15. UTA has its Warm Springs Maintenance Facility at 9th North and 5th West streets, adjacent to UP's North Yard.

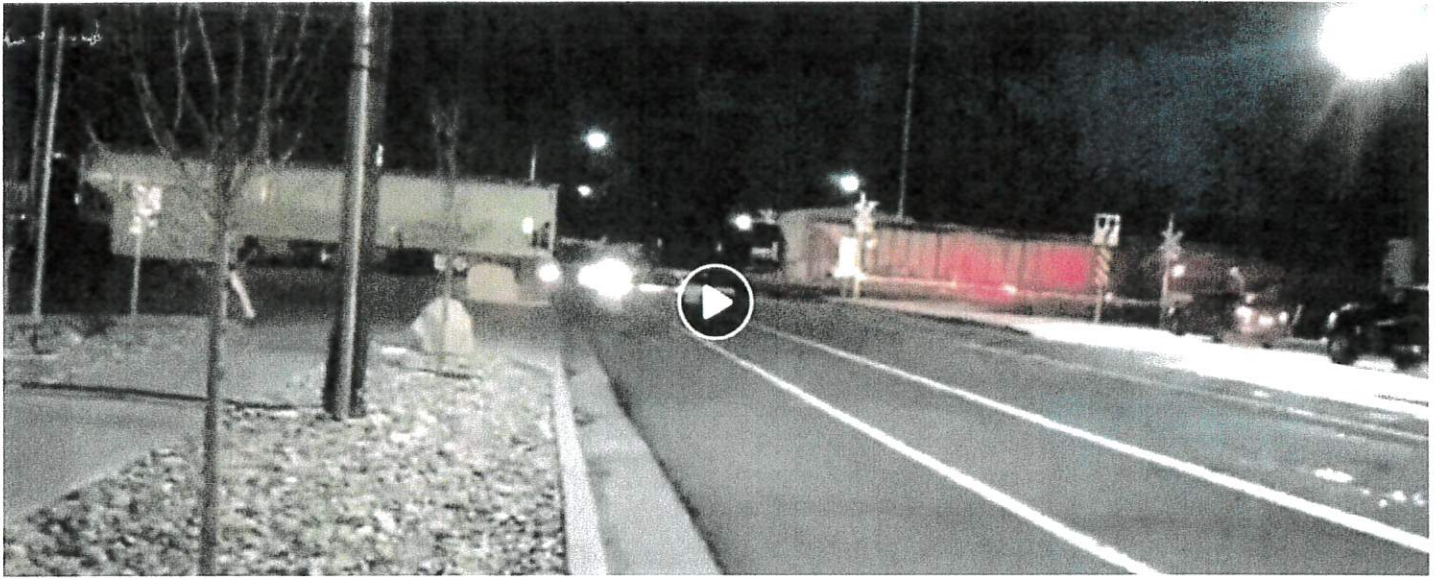
FREQUENCIES: 160.965 (UP Salt Lake Sub, including Utah Railway, Savage Bingham & Garfield, and Amtrak); 160.740 (UP Provo & Lyndyl subs); 160.680 (UP North Yard); 161.490 (UP Roper Yard).

FAMILY: The former D&RGW depot on West 3rd and South Rio Grande streets hosts the Utah State Historical Society archives, and the Rio Grande Café, offering some of the best Mexican food in the city. The grand hall waiting room of the Union Pacific depot on South Temple and 4th West streets is open to the public, featuring stained glass windows of historic local events. Ride UTA's new Siemens S70 light rail vehicles within the free-fare zone downtown. — JAMES S. BELMONT lives in Salt Lake City and has photographed trains since he was 10 years old. He co-authored *Crossroads of the West: A Photographic Look at Fifty Years of Railroading in Utah*.





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Michael Clara 03/06/19
Poplar Grove Neighborhood Alliance