



SALT LAKE CITY TRANSMITTAL

To:
Salt Lake City Council Chair

Submission Date:
03/19/2026

Date Sent to Council:
03/25/2026

From:

Department*
Community and Neighborhood

Employee Name:
Willie, Joshua

E-mail
Joshua.Willie@slc.gov

Department Director Signature

Chief Administrator Officer's Signature

Director Signed Date
03/24/2026

Chief Administrator Officer's Signed Date
03/25/2026

Subject:
200 South Indefinite Closure Ordinance

Additional Staff Contact:

Presenters/Staff Table

Document Type
Ordinance

Budget Impact?
 Yes
 No

Recommendation:

Adopt an ordinance to indefinitely close a portion of 200 South on the west side of the intersection with Montgomery Street. The proposed closure is part of a current city project to create a new Railroad Quiet Zone in Salt Lake City.

Background/Discussion

See first attachment for Background/Discussion

Public Hearing

Is there a City or State statutory requirement to hold a public hearing for this item?*

- Yes
 No

The City Council reserves the option to hold and notice for a public hearing pursuant to their practices for public engagement.

Does the City have a general practice to hold a public hearing for this item?*

- Yes
 No

Provide your perspective on the value of recommending a public hearing

The indefinite closure of 200 South along with the associated Railroad Quiet Zone project will have an impact on transportation options and quality of life of affected members of the public.

Public Process

According to Utah Code 72-5-105, before authorizing a roadway closure, the City shall: (A) hold a hearing on the proposed closure; (B) provide notice of the hearing by mailing a notice to UDOT; and (C) provide notice to the owners of the properties abutting the street for at least four weeks before the day of the hearing.

Property owners abutting the closure area have been notified of the intended closure. However, they have not been notified of the public hearing process as that has not been scheduled yet.

This page has intentionally been left blank



CITY COUNCIL TRANSMITTAL

BACKGROUND/DISCUSSION:

The City Council is being asked to adopt an ordinance to indefinitely close a portion of 200 South at Montgomery Street (1595 W) (see Exhibit A) beginning on, or soon after, July 1, 2026. The proposed closure is part of a current city project to create a new Railroad Quiet Zone in Salt Lake City. The ordinance states that closure will take effect upon its adoption.

Salt Lake City is currently working on establishing a new railroad quiet zone within city limits. This proposed quiet zone includes crossings that are not currently associated with the existing quiet zones in the city: 100 S Navajo Street (834439B); 1600 W 200 South (806740J); and 300 N Orange Street (806738H).

City representatives are currently working with the railroad operators and the Federal Railroad Authority (FRA) to design the necessary safety improvements to meet federal requirements for a railroad quiet zone. During the design review process, it was found that installing the necessary safety improvements on the 200 South crossing has many difficult complications. The elevations of the existing rail lines need to be adjusted, which requires modifying the tracks over a very large distance. Also, the crossing is at a steep skew to the roadway which makes installing safety improvements difficult. The cost to adjust the rail elevations and provide the necessary safety improvements would be exorbitant compared to the overall project budget.

Staff from the Transportation Division conducted a traffic analysis and found that this section of 200 South has very low traffic volumes. Additionally, this section provides access to very few private parcels and the proposed closure would not prohibit access to any of those parcels. However, due to the low volumes of traffic, minimal impact to adjacent private property access, and the challenges and expenses associated with installing required safety measures, this alternative is not recommended.

Instead, it is proposed to close 200 South between approximately 1640 West and the west side of the Montgomery Street intersection (see Exhibit A). Utah Code Section 72-5-105(7) allows a municipality to indefinitely close a street if it meets one of the following conditions: (a) the street is not necessary for vehicular travel; (b) the closure is necessary to correct or mitigate injury to private or public land resources on or near street; or, (c) the closure is necessary to mitigate unsafe conditions. City staff has determined that the section of 200 South Street described above meets all three conditions outlined in Utah Code Section 72-5-105(7) because: there are low traffic volumes on this portion of 200 South Street; indefinite closure will contribute to the creation of a federal quiet zone, which will mitigate noise injuries and improve adjacent private property resources; and indefinite closure is the best method to mitigate the inherently unsafe conditions the railroad crossing presents compared to the expenses and engineering challenges associated with installing the alternative safety features.

Utah Code 72-5-105 requires that any closure may not impair the rights-of-way or easements of any property owner and the franchise rights of any public utility, and that all property owners must still have reasonable access to their property.

The closure will consist of physical barricades, fencing, and signage on both sides of the tracks. New curb & gutter will be installed at the intersection of Montgomery Street and will allow traffic to continue to make movements through the intersection to the south and east. Also, a 96 foot asphalt turnaround will be installed on the west side of the tracks. This will only be a physical closure, and it will not vacate the existing right-of-way.

The location of the proposed closure would allow all adjacent property owners to access their properties from the right-of-way. The closure will not affect any utility franchise rights or any other easements:

- Rocky Mountain Power, owner of multiple parcels within the proposed indefinite closure, will retain access to their property and has provided a letter of support for this closure (See Exhibit B);
- Union Pacific Railroad, owner of railroad tracks within the proposed closure, will retain access to their property and has provided a letter of support (see Exhibit B);
- Patriot Rail (Salt Lake Garfield & Western), owner of railroad tracks within the proposed closure, will retain access to their property and has provided a letter of support (see Exhibit B).

PUBLIC PROCESS:

According to Utah Code 72-5-105, before authorizing a roadway closure, the City shall:

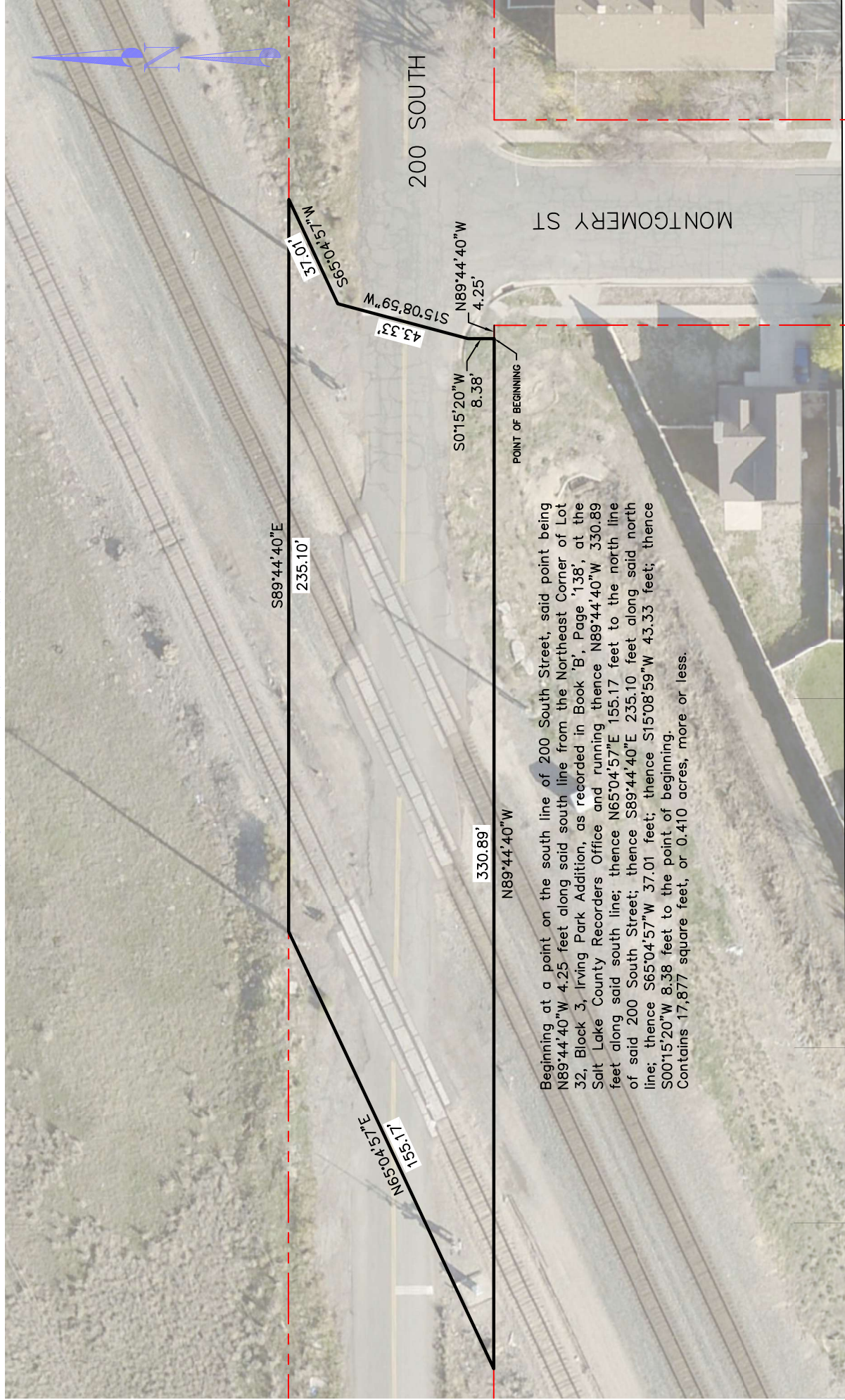
- A. hold a hearing on the proposed closure;
- B. provide notice of the hearing by mailing a notice to UDOT; and
- C. provide notice to the owners of the properties abutting the street for at least four weeks before the day of the hearing.

EXHIBITS: The following is a list of attachments/files to be included in the final transmittal via Laserfiche.

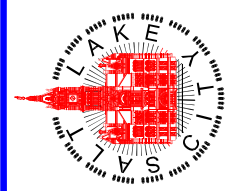
- A. Legal Description and Map of 200 South Closure between approximately 1640 West and the west side of the Montgomery Street intersection.
- B. Letters of Support from Rocky Mountain Power, Union Pacific, and Patriot Rail.
- C. Ordinance adopting the indefinite closure.

EXHIBIT “A”

Legal description and map of the portion of
200 South Street to be indefinitely closed
(appears on next page)



Beginning at a point on the south line of 200 South Street, said point being N89°44'40"W 4.25 feet along said south line from the Northeast Corner of Lot 32, Block 3, Irving Park Addition, as recorded in Book 'B', Page '138', at the Salt Lake County Recorders Office and running thence N89°44'40"W 330.89 feet along said south line; thence N65°04'57"E 155.17 feet to the north line of said 200 South Street; thence S89°44'40"E 235.10 feet along said north line; thence S65°04'57"W 37.01 feet; thence S15°08'59"W 43.33 feet; thence S00°15'20"W 8.38 feet to the point of beginning.
 Contains 17,877 square feet, or 0.410 acres, more or less.



| DATE | DESCRIPTION |
|------|-------------|
| | |
| | |
| | |
| | |

Contact:
 Chris Donoghue, PLS
 Salt Lake City
 349 South 200 East, Suite 600 P.O.Box
 145506 Salt Lake City, Ut. 84054
 PH: (801) 535-7973

ENGINEERING DIVISION
 349 SOUTH 200 EAST, SUITE 100
 SALT LAKE CITY, UTAH 84111
 TELEPHONE: 801-535-7973

Road Closure
200 S Montgomery St -
Shortridge St

SHEET: **1**
 OF 1 SHEETS

EXHIBIT “B”

Letters of Support from Rocky Mountain Power,
Union Pacific Railroad, and Patriot Rail
(appear on following pages)

June 19, 2025

Salt Lake City Corporation
Department of Public Services
451 State St. #135
Salt Lake City, UT 84111

To Whom It May Concern,

Rocky Mountain Power has reviewed Salt Lake City Corporation's request to close 200 South at approximately 1460 West (east of the Redwood Road overpass).

Rocky Mountain Power requires ongoing access to its facilities in the vicinity of the impacted area. It is Rocky Mountain Power's understanding that approximately 60' along the north side of 200 South or former 200 South road frontage between the physical closure barriers immediately west of the railroad closure and an open ditch as noted in the accompanying 200 South Street Roadway Improvements Plan remain free of any obstruction that may occur as a result of the city's improvement plan.

With the foregoing understanding, Rocky Mountain Power acknowledges the modifications proposed and depicted in the accompanying 200 South Street Roadway Improvements Plan.

Sincerely,

Brad Knoles

Brad Knoles
Regional Business Manager
(801) 220-4437
brad.knoles@rockymountainpower.net



BUILDING AMERICA®

February 5, 2026

Salt Lake City Corporation
Department of Public Services
451 State St. #135
Salt Lake City, UT 84111

Subject: Letter of strong support for Salt Lake City 200 South Road Closure

To Whom It May Concern,

Union Pacific Railroad (UP) strongly supports the Salt Lake City Corporation's effort to close the at-grade railroad crossing at DOT 806740J.

The proposed at-grade railroad crossing closure project will be on 200 South at approximately 1620 West in Salt Lake City, on UP's Lynndyl Subdivision, DOT 806740J, MP 782.529. The agency and UP have collaboratively undertaken the required processes to identify, review and advance this closure. Through joint efforts, both parties have progressed the matter to a stage appropriate for presentation to the council for its review and consideration.

The Salt Lake City Corporation will continue to follow UP's public projects review process to work through and meet UP's standards through 100% project completion. UP supports the USDOT/FHWA/FRA goal of at-grade crossing reductions, both public and private, through consolidation, elimination and grade separations, to enhance Highway-Rail Grade Crossing safety.

Union Pacific commends Salt Lake City Corporation for pursuing an at-grade crossing closure to improve public safety and mobility and encourages SLC City Council's consideration for a full closure at this location. UP looks forward to continued collaboration with the Salt Lake City Corporation on this crossing closure.

Sincerely,

Nathan Anderson

Senior Director, Public Affairs



February 11, 2026

RE: Establishment of a quiet zone along the Salt Lake, Garfield and Western Railway Company tracks in Salt Lake City

Dear Mayor Mendenhall and Members of the City Council,

The Federal Railroad Administration (FRA) Train Horn Rule establishing the criteria for quiet zones became effective on June 24th, 2005 allowing communities nationwide to have a choice to consider silencing train horns at highway-rail grade crossings while reducing the risk of railroad related incidents.

Salt Lake, Garfield and Western Railway Company (SLGW) supports the community's right to choose where quiet zones are established provided they meet the requirement of the FRA regulations established in 49 CFR Part 222. SLGW has worked with Salt Lake City, Utah Department of Transportation, and Union Pacific Railroad (UPRR) to have the corridor meet the requirements of the regulations to reduce the risk index to the acceptable levels of the CFR through installation and modification of Supplemental Safety Measures (SSMs) and Alternative Safety Measures (ASMs).

The crossings at 1000W and N Orange St will include installation of 4 quadrant gates. The entrance gates will provide a visual obstruction for vehicles heading toward the crossing as well as exit gates to deter vehicles from trying to go around the entrance gates.

The crossing at 200S will be closed. This closure is fully supported by SLGW. This crossing had geometric challenges including both the angle of the roadway to the tracks, sight distance issues due to the nearby overpasses in both directions along the track, and profile challenges which could require vehicles to reduce their speed while traversing the tracks. We respectfully encourage the Mayor and City Council to advance this closure as well as others when feasible.

We understand that train horn noise along this corridor can be a nuisance and pursuing this quiet zone can greatly reduce the ambient noise caused by trains. With the proposed modifications along the corridor we support the City's choice to advance this quiet zone through the Notice of Intent (NOI) and Notice of Establishment (NOE) required by the FRA.

Sincerely,

Derek Metts

Derek Metts

EXHIBIT “C”

Ordinance adopting the Indefinite Closure
(appears on following pages)

SALT LAKE CITY ORDINANCE
No. _____ of 2026
(Indefinitely closing a portion of 200 South Street between
Montgomery Street and approximately 1640 West)

An ordinance indefinitely closing a portion of 200 South Street as a public right-of-way, between Montgomery Street and approximately 1640 West, pursuant Utah Code Section 72-5-105.

WHEREAS, a portion of 200 South Street near Montgomery Street includes a railroad crossing that is to be included in a new railroad quiet zone; and

WHEREAS, Utah Code Section 72-5-105(7) allows a municipality to indefinitely close a street if it meets one of the following conditions:

- The street is not necessary for vehicular travel;
- The closure is necessary to correct or mitigate injury to private or public land resources on or near street; or,
- The closure is necessary to mitigate unsafe conditions.

WHEREAS, the City has determined that the section of 200 South Street described above meets all three conditions outlined in Utah Code Section 72-5-105(7) because: there are low traffic volumes on this portion of 200 South Street, indefinite closure will contribute to the creation of a federal quiet zone, which will mitigate noise injuries and improve adjacent private property resources; and indefinite closure is the best method to mitigate the inherently unsafe conditions the railroad crossing presents compared to the expenses and engineering challenges associated with installing the alternative safety features; and

WHEREAS, the City has partnered with the affected railroad entities as part of establishing a new quiet zone, the goals of which include addressing unsafe conditions and

mitigating injury to private and public land resources on or near the street at the 200 South Street railroad crossing; and

WHEREAS, an indefinite closure is allowed after following the procedures specified under Utah Code Section 72-5-105(4)-(5), which requires the City to hold a public hearing on the indefinite closure and provide notice to the Utah Department of Transportation and the adjacent landowners of the public hearing.

NOW, THEREFORE, be it ordained by the City Council of Salt Lake City, Utah:

SECTION 1. Indefinitely Closing City-Owned Right-of-Way. That, in accordance with Utah Code Section 72-5-105(7), a portion of 200 South Street between Montgomery Street and approximately 1640 West, which is more particularly described on Exhibit “A” attached hereto, hereby is indefinitely closed as a public right-of-way.

SECTION 2. Effective Date. This Ordinance shall take effect immediately after it has been published pursuant to Utah Code § 10-3-711 and § 10-3-713.

Passed by the City Council of Salt Lake City, Utah this _____ day of _____, 202_.

Passed by the City Council of Salt Lake City, Utah this _____ day of _____, 2026.

Alejandro Puy, Council Chair

ATTEST:

Keith Reynolds, City Recorder

Transmitted to Mayor on _____.

Mayor's Action: _____ Approved. _____ Vetoed.

Erin Mendenhall, Mayor

ATTEST:

Keith Reynolds, City Recorder

Bill No. _____ of 202_.

Published: _____

Ordinance Eng.IndefiniteClosure.200South

APPROVED AS TO FORM

Salt Lake City Attorney's Office

Date: March 25, 2026

By: /s/ Cameron Johnson

Cameron Johnson, *Senior City Attorney*

This page has intentionally been left blank