

S Holgate St Railroad Crossing Study

Modal Board Briefings

October 2026



Our Vision

Seattle is an equitable, vibrant, and diverse city where moving around is safe, fair, and sustainable. All people and businesses can access their daily needs and feel connected to their community.

Values & Goals

- Safety
- Equity
- Sustainability
- Mobility & Economic Vitality
- Livability
- Excellence
- Maintenance & Modernization



Purpose & Agenda

PURPOSE:

To preview the S Holgate St Railroad Crossing Study Concepts and gather the board's feedback

AGENDA:

- Project Context
- Concepts and cost estimates

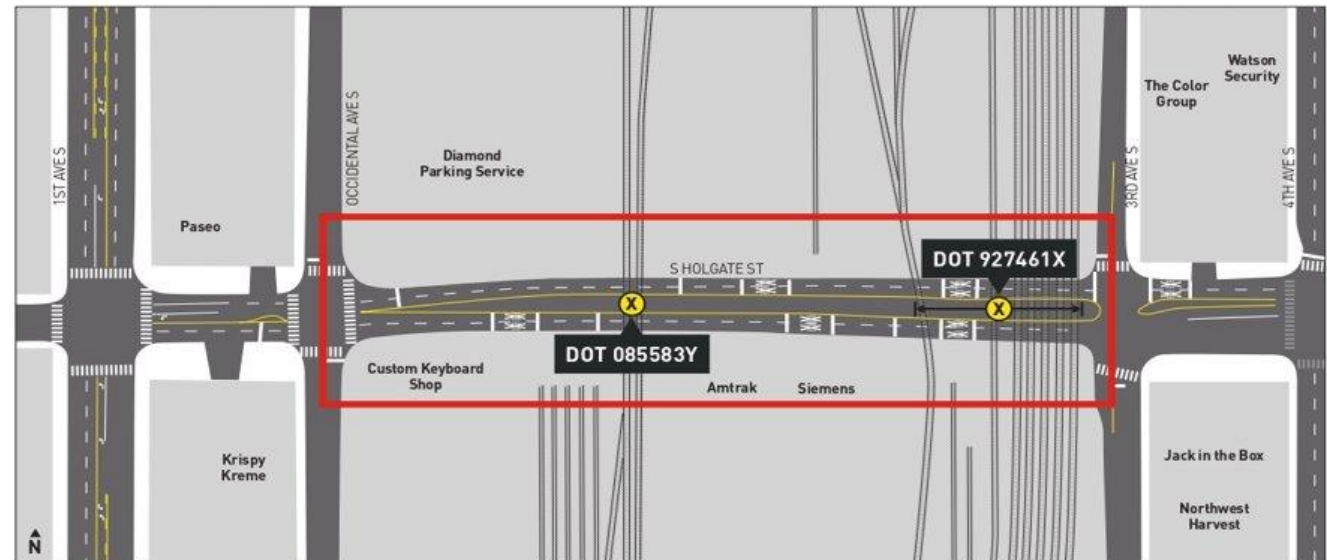


Project Context

- Potential street closure feasibility study focused on two at-grade rail crossings at S Holgate St with impacts to the transportation network and mitigation and safety improvements needed to minimize impacts
- BNSF Railway Mainline & Amtrak Maintenance at-grade rail crossings - 9 existing tracks across S Holgate St, potential for 5-7 additional railroad tracks for Amtrak maintenance

Objectives of the Study:

- Improve safety
- Maintain access for all modes of transportation in Seattle's South of Downtown (SODO) neighborhood
- Maintain existing railroad facilities and operations
- Accommodate future railroad maintenance facility expansion plans and other adjacent regional projects

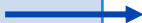


Project Context - Technical Work Group

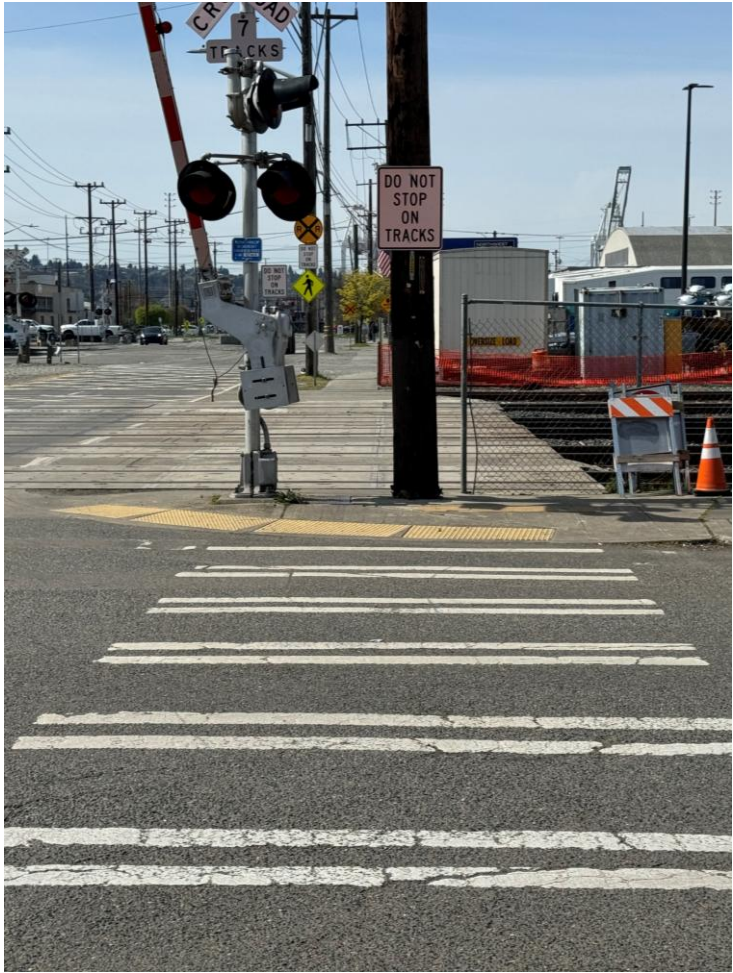
Tier 1 Stakeholder Group

- Review, comment, provide input for City consideration
- Diverse group with different perspectives

Amtrak	Washington State Department of Transportation
BNSF Railway	Stadiums-related groups
Sound Transit	Suquamish Tribe
Port of Seattle	Muckleshoot Tribe
Northwest Seaport Alliance	Snoqualmie Tribe
SODO Business Improvement Area	Duwamish Tribal Organization



Mariners
Seahawks / First and Goal
Sounders FC & Reign FC
WA State Ballpark Public Facilities District
Washington State Public Stadium Authority



Project Context - Goal Areas

- A. **Safety** at the S Holgate St rail crossings between and for all modes – trains, trucks, pedestrians, bicyclists, Amtrak employees, and drivers.
- B. **Freight mobility** to, from, and within the Duwamish Manufacturing Industrial Center.
- C. **Multimodal traffic operations** in the street network and to adjacent neighborhoods for businesses, visitors, events, and the traveling public.
- D. Access to, egress from, and ability to scale **events at adjacent public stadium facilities**.
- E. Compatibility with **adjacent major capital projects** to meet shared objectives and maximize investments.
- F. **Cost effectiveness, constructability, and temporary and permanent community impacts**.

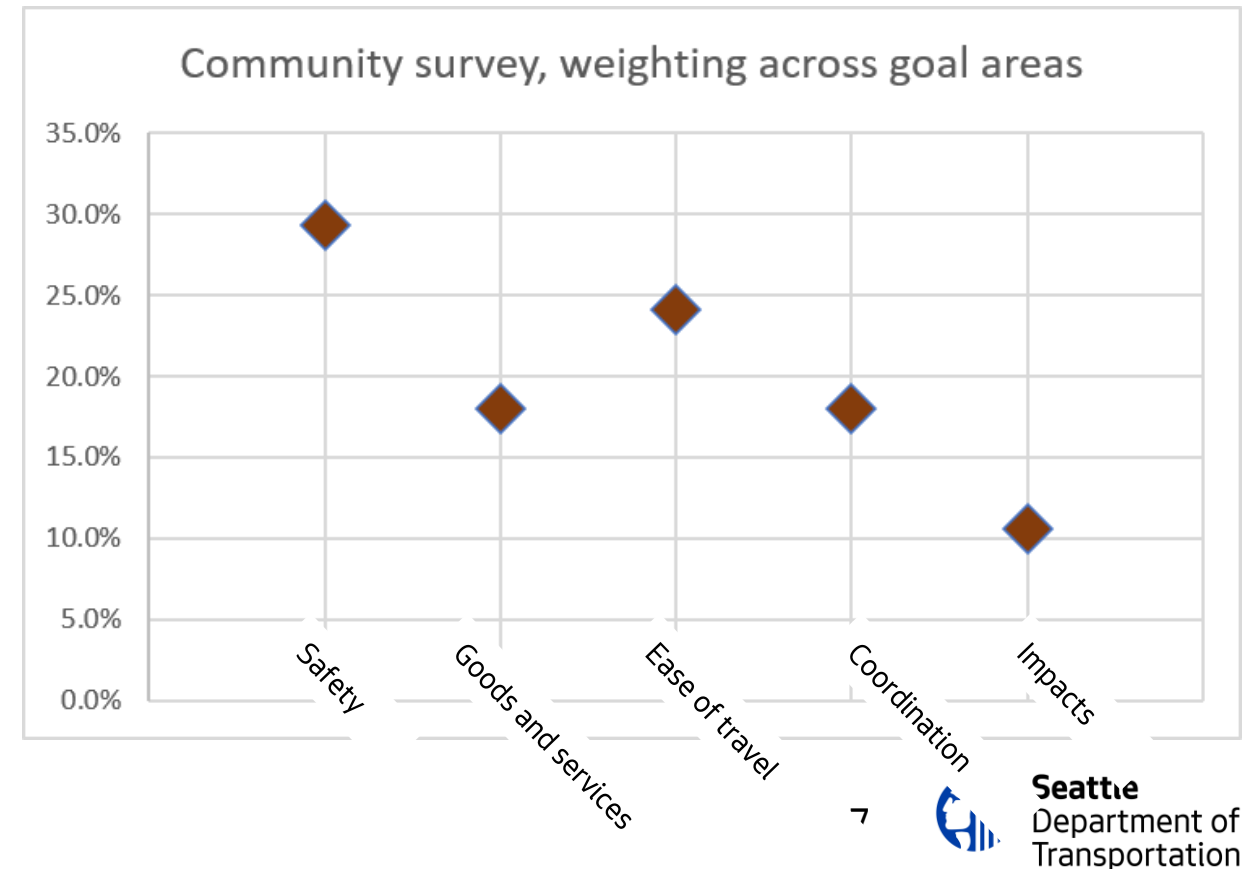
Project Context - Ranked goals, community (Aug. '25)

"Please rank the goals below in order of most to least important to you for future projects at the S Holgate St crossing"

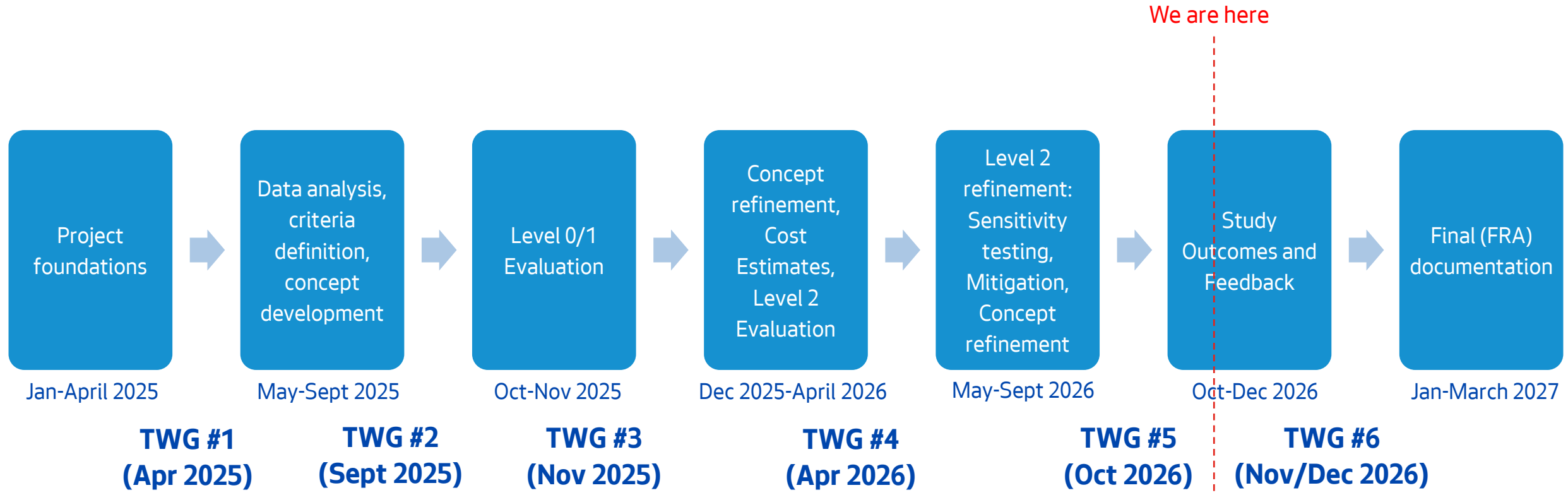
- **Safety** for people walking, biking, rolling, and driving and area workers.
- Efficient **movement of goods and services** throughout industrial land.
- **Ease of travel to and through the area** for businesses, local workers, visitors, and eventgoers.
- **Coordination with nearby projects**, such as Sound Transit light rail expansion, Amtrak rail facilities infrastructure, and potential land use change development.
- Limiting **temporary and permanent community impacts** like changes to business access or street and sidewalk closures and detours.

N=266

Identified as: Nearby residents (26%), Nearby business owners (3%), Travelers (83%), Employees (27%) Event goers (48%) Other (6%)



Project context – progression



Level 2 Concepts Mitigation & Design Refinement

Level 2 Concepts

- Concept 1: Retain at-grade
- Concept 4: Permanent street closure – complete Holgate closure
- Concept 5: Permanent street closure – build pedestrian/bike bridge

Multimodal grade-separated options

- Concept 7: Loop Ramp – 1st Ave S to 3rd Ave S
- Concept 11: Viaduct – 1st Ave S to 6th Ave S

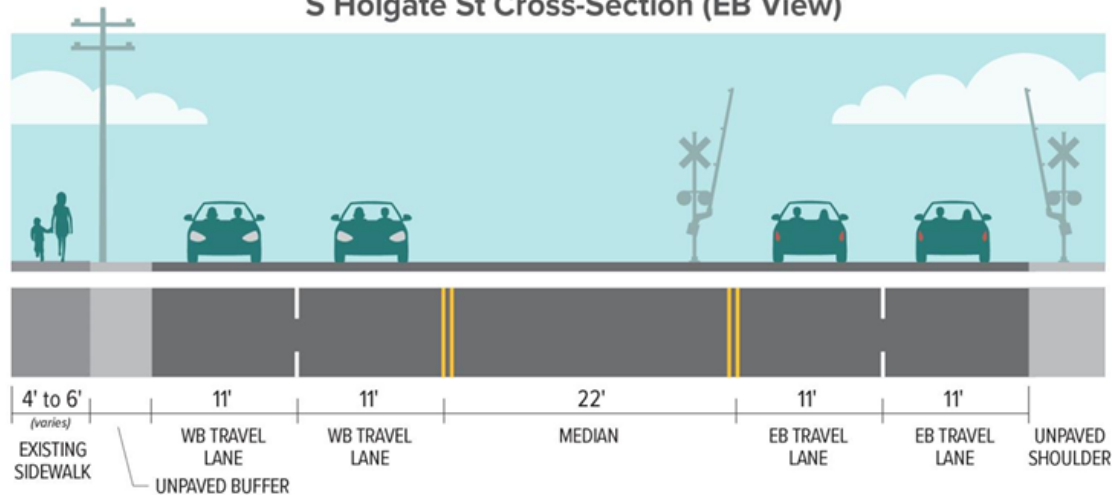
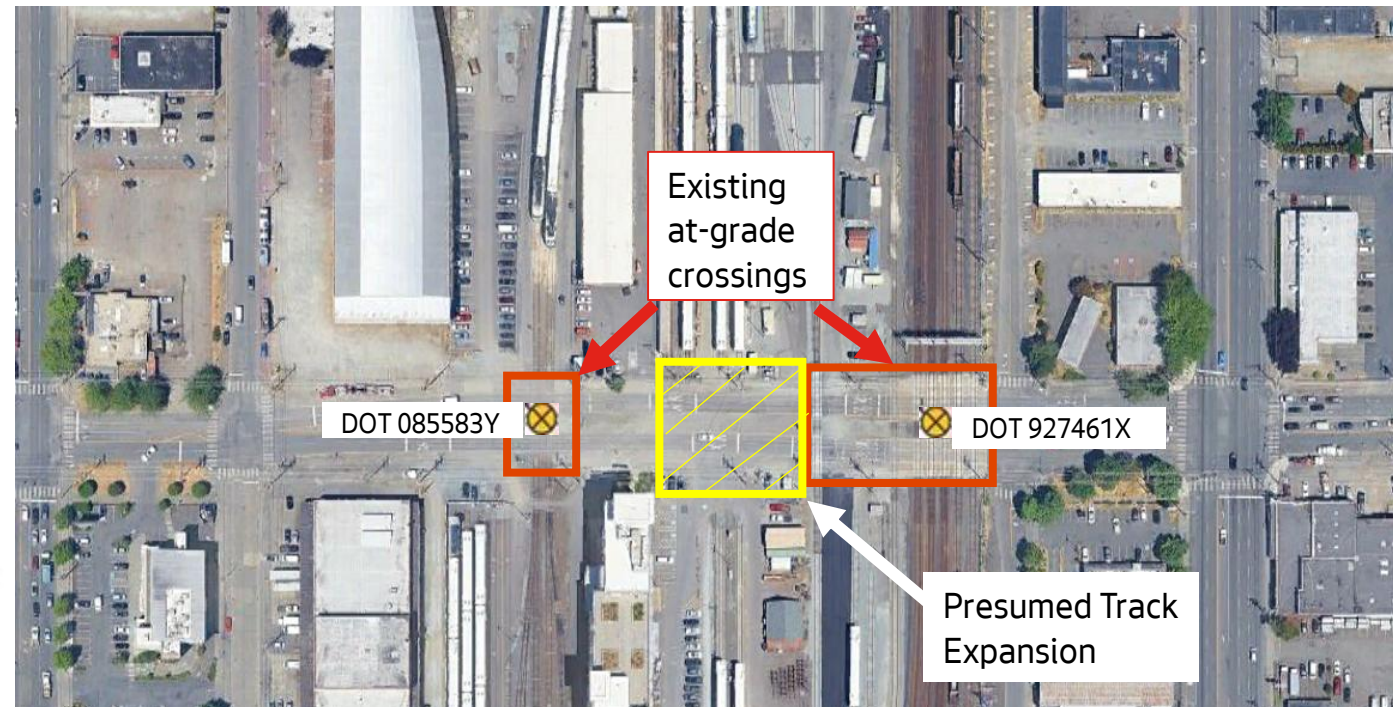
Concept 1 – Retain Crossing

- 2025 Average Daily Traffic (ADT) = 5,120 vehicles a day
- Used for pre-event access and post-event flushing
- Accounts for 3% of total truck activity in Duwamish Manufacturing and Industrial Center (MIC) area and is part of the Heavy Haul Network
- On average, gates down time block S Holgate St more than 3 hours per day.
 - AM peak hours are blocked for 16% of the time, or 9-10 minutes per hour

Safety Stats:

- S Holgate St Corridor (Utah Ave S to Airport Way S) **2020-2024**
 - 3 fatal (vulnerable road user) and 3 serious injury crashes
- Federal Railroad Administration (FRA)-reported incidents **1975-2024**
 - DOT 085583Y and DOT 927461X =
 - 15 Incidents
 - 5 Injuries
 - 5 Fatalities

S Holgate St Cross-Section (EB View)



Retain Crossing + Improvements Concept

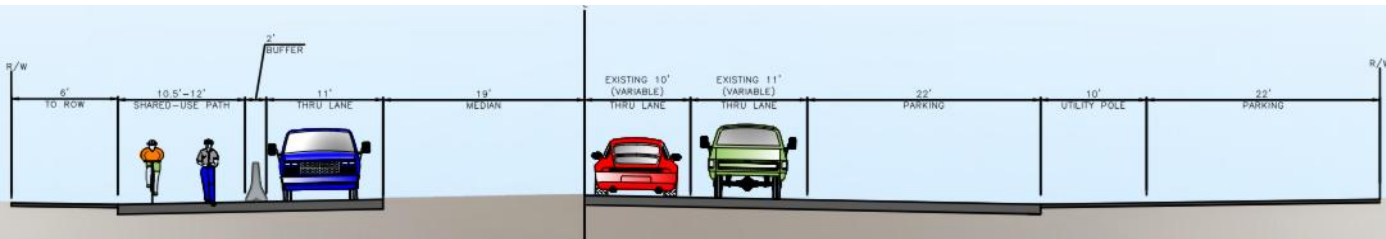
Revised cross-section to achieve a more predictable and delineated corridor

Northside Shared Use Path (SUP)

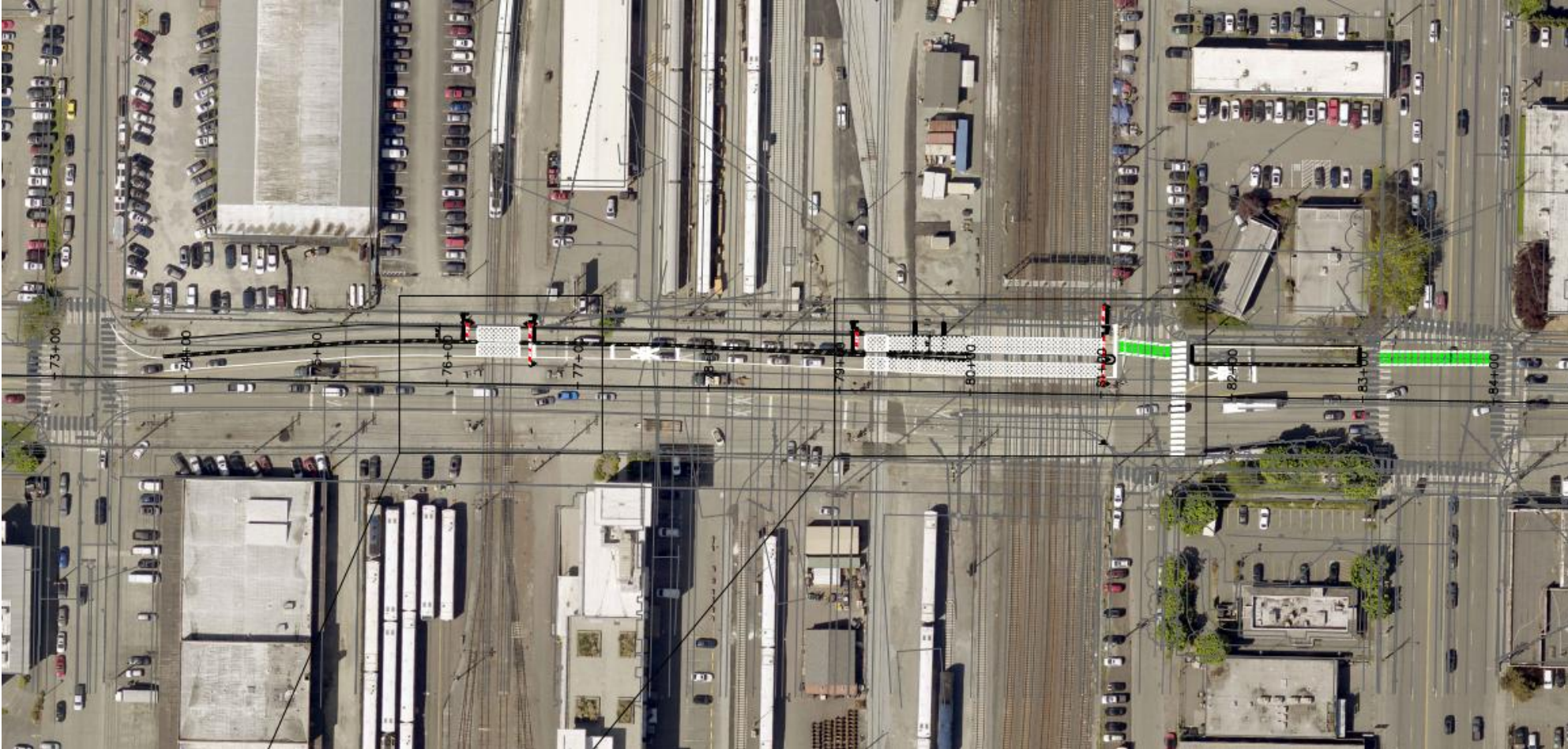
- Transform northern westbound lane to provide jersey-barrier protected walk, roll, and bike shared use path (at least 10-ft wide with adjacent sidewalk)
 - Collaboration needed with Amtrak and BNSF Railway to determine maintenance yard access gaps needed in SUP barrier / design of SPU

Pedestrian Safety Gates

- Operationally, Pedestrian Safety Gates work best with a Shared Use Path facility north side of street only, with “escape gates.”
- South sidewalk would be CLOSED



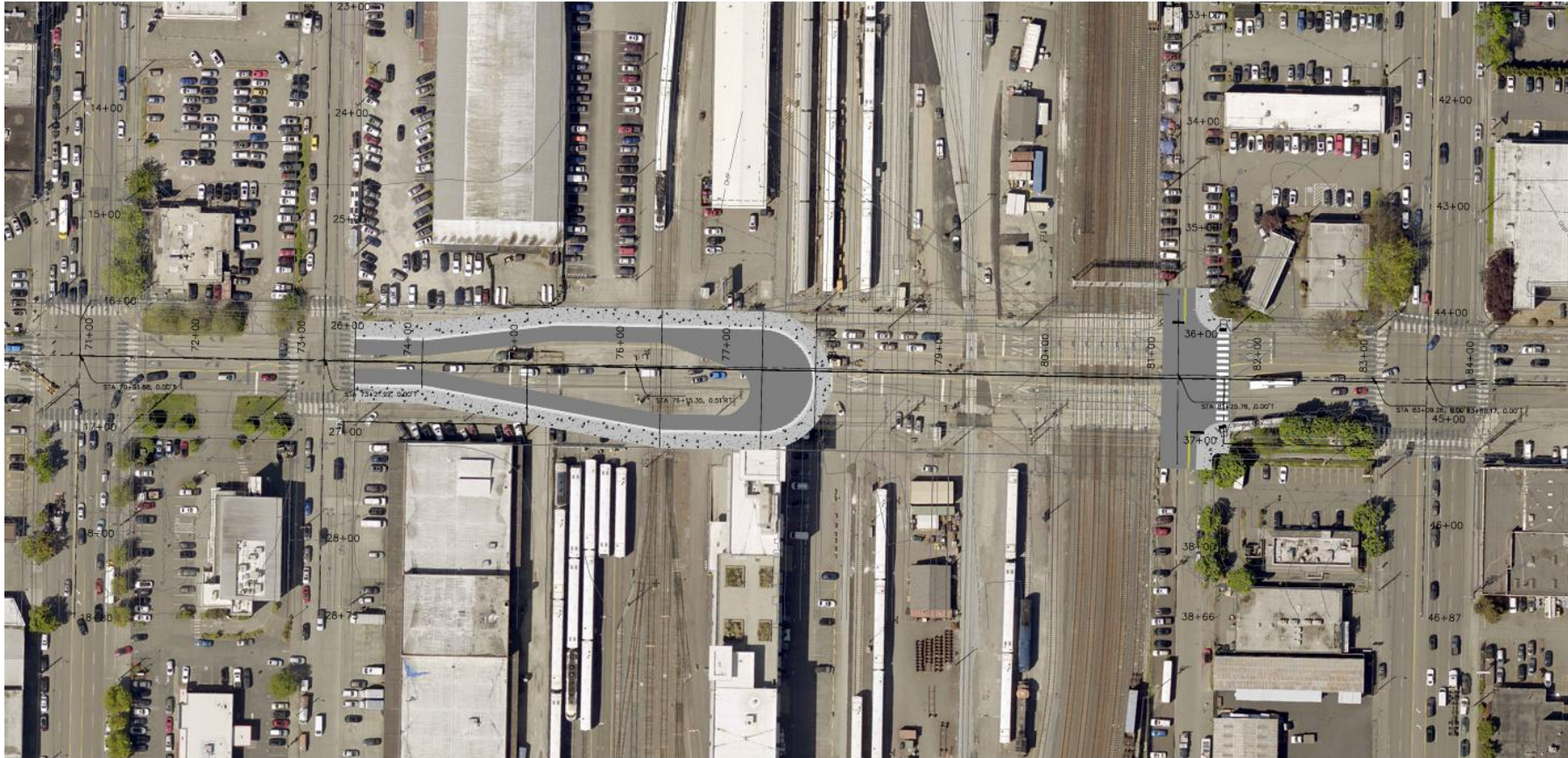
Retain Crossing + Improvements Concept



Concept 4 – Complete Closure

1ST AVE S OCCIDENTAL AVE S

3RD AVE S 4TH AVE S



Further refinement results:

Three intersections at
LOS E or F:

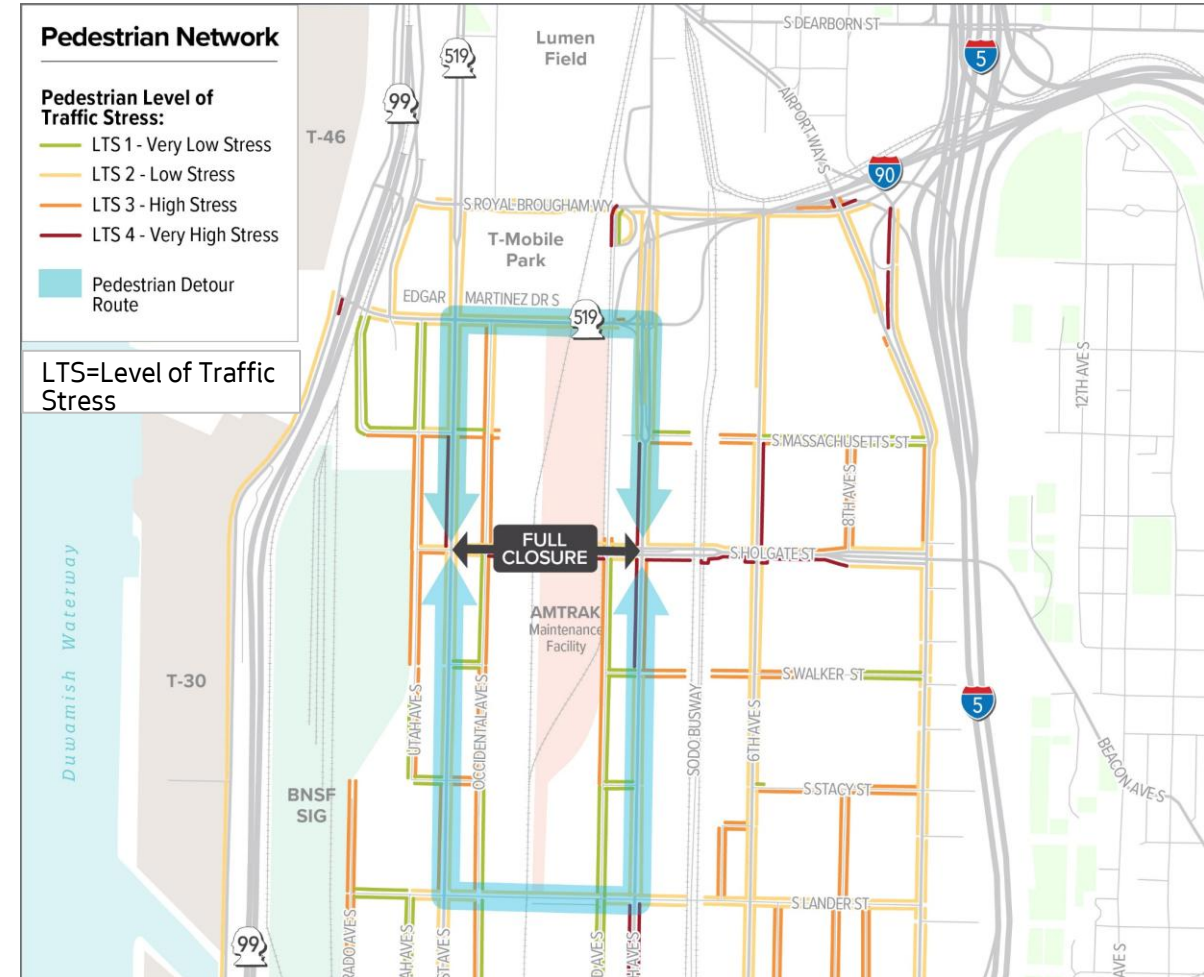
- 1st Ave S & S Lander St
- 4th Ave S & S Holgate St
- 4th Ave S & S Holgate St

Concept 4 – Complete Closure Mitigation

Pedestrian Detour

- North detour via Edgar Martinez Dr S
 - LTS 4 segments along 4th Ave S and 1st Ave S need improvements
- South detour via S Lander St
 - LTS 4 segments on 4th Ave S need improvements
- 4th Ave S to 1st Ave S:
 - Via Holgate: **0.2 mi (6 min)**
 - Via Edgar Martinez: **0.8 mi (18 min)**
 - Via Lander: **1.1 mi (25 min)**

+ 0.6 – 0.9 miles
+ 12 – 19 minutes

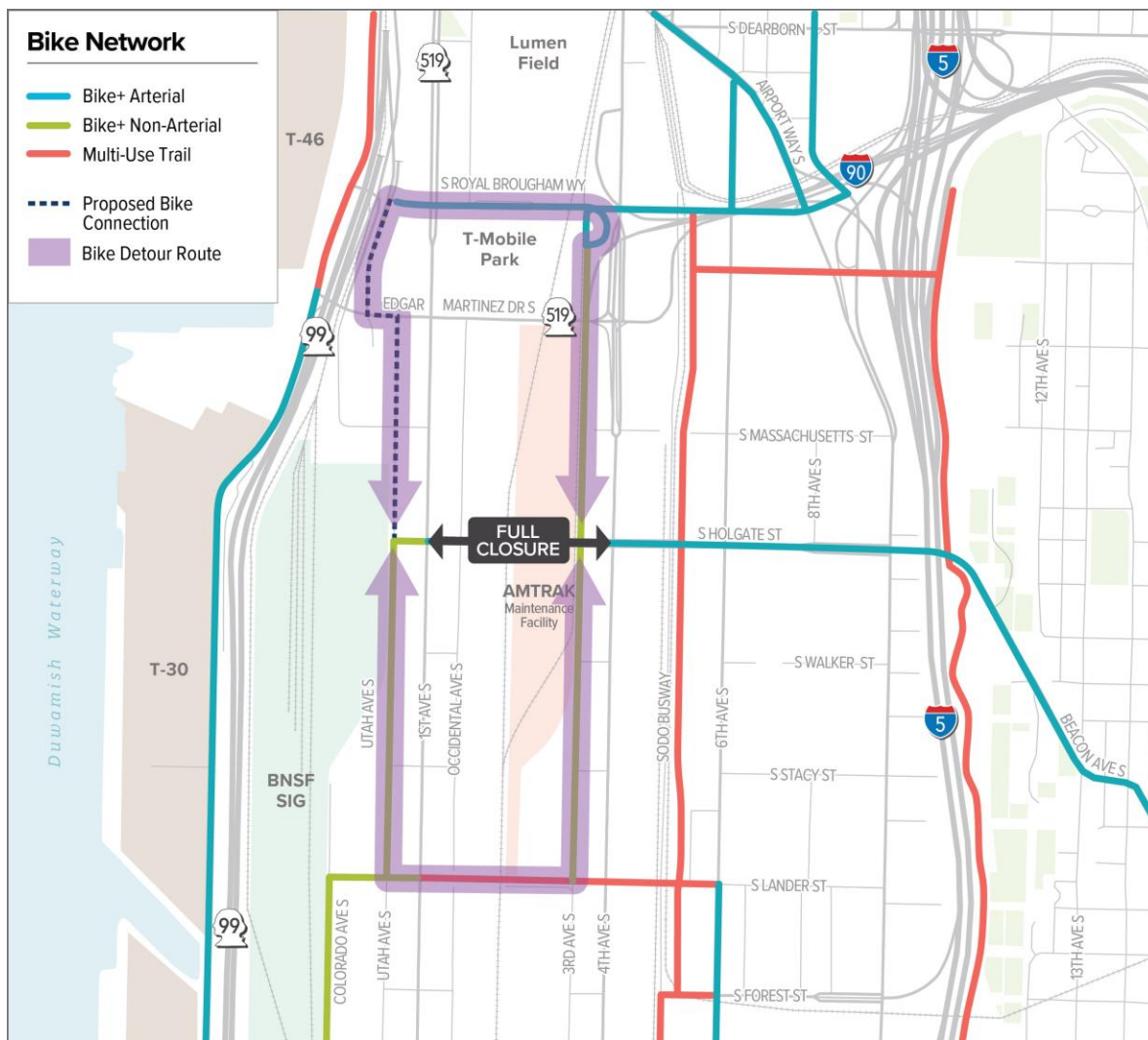


Concept 4 – Complete Closure Mitigation

Bicycle Detour

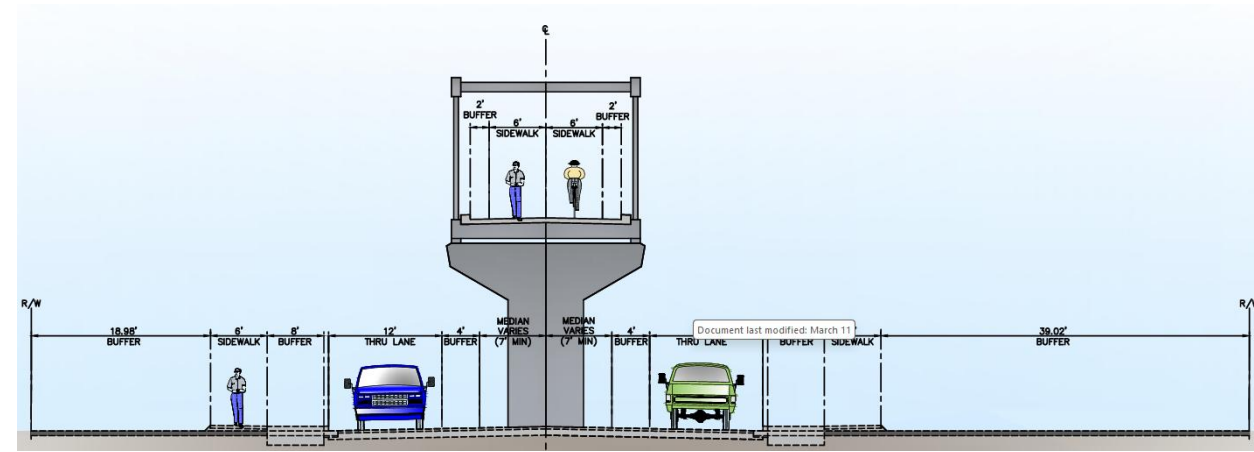
- South detour to S Lander St via 3rd Ave S & Utah Ave S
- North detour requires new bike connection on west end of Holgate
 - **Proposed bike route:** Utah Ave S north to S Royal Brougham via Colorado Ave S
- 4th Ave S to 1st Ave S:
 - Via Holgate: **0.2 mi (2 min)**
 - Via Royal Brougham: **1.3 mi (7 min)**
 - Via Lander: **1.2 mi (7 min)**

+ 1.0 – 1.1 miles
+ 5 minutes



Concept 5 – Ped/Bike Bridge

- Reduced bridge shaft embedment depths from 220-feet to 160-feet, reduction lowers cost



1ST AVE S

OCCIDENTAL AVE S

3RD AVE S

4TH AVE S

Maintains
5% ADA
grade or less

16-ft
shared
use path

Reduced cross
section on S
Holgate St between
3rd Ave S and 4th
Ave S

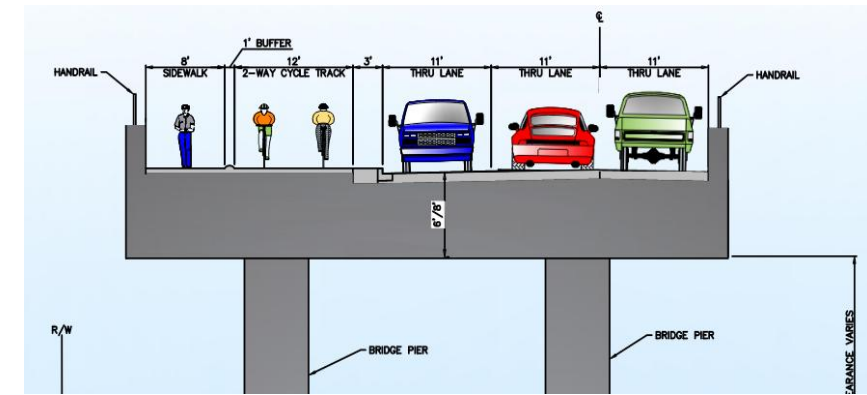
Provides access to
Amtrak facility via
Occidental Ave S
(designed for WB-67
U-turn)

180 to 260-ft spans
on S Holgate St

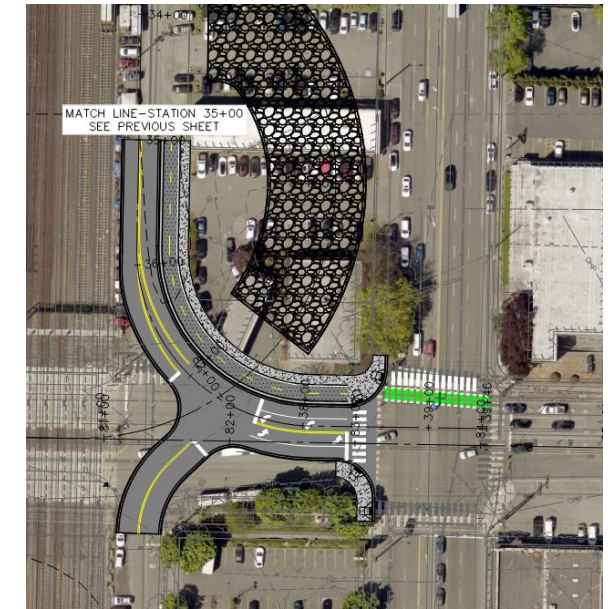
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Concept 7 – Loop Ramp

- Three travel lanes (2 EB and 1 WB) for majority of structure with north side sidewalk and two-way protected bike lanes = 63-ft
- Shaft embedment depths reduced from 220-feet to 160-feet
- Operates acceptably with reasonable queues
- Maintains two lanes in EB direction for post-event flushing



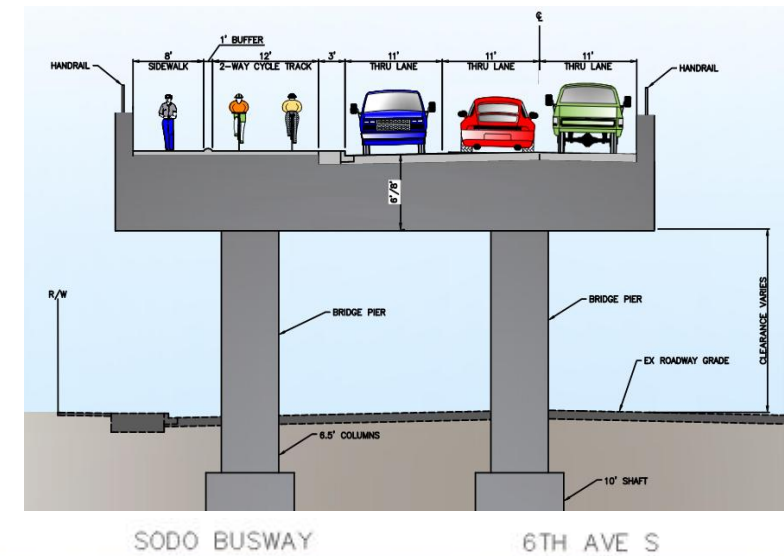
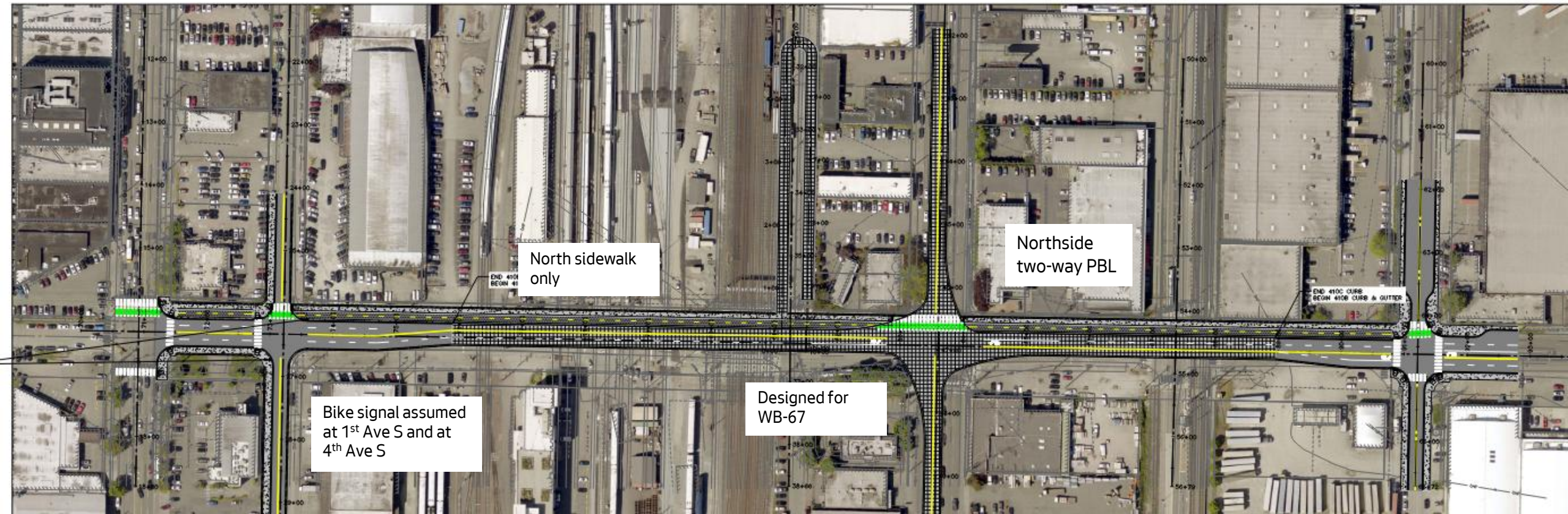
1ST AVE S OCCIDENTAL AVE S 3RD AVE S 4TH AVE



- Loop ramp terminus converted to all-way stop
 - Provides access to TNC lot on 3rd Ave S
 - All-way stop operates at LOS A
 - Continuous queuing space
 - Prioritizes & clarifies S Holgate St movements

Concept 11 – Viaduct

- Three travel lanes (2 EB and 1 WB) for majority of structure with north side sidewalk and two-way protected bike lanes = 63-ft
- Shaft embedment depths reduced from 220-feet to 160-feet
- Operates acceptably with reasonable queues
- Maintains two lanes in EB direction for post-event flushing
- Pedestrian/bike ramp added along 3rd Ave S



Concept Refinement - Preliminary Cost Estimates

Summary (including inflation)	Retain Crossing	Retain Crossing + Improvements	Concept #4 - Permanent Closure	Concept #5 - Permanent Closure with Ped/Bike Bridge	Concept #7 - Overpass from 1 st Ave S to 3 rd Ave S Loop Ramp	Concept #11 - Viaduct from 1 st Ave S to 6 th Ave S
Original Cost (2026 dollars)	\$0	N/A	\$5,563,270	\$123,852,550	\$299,924,000	\$491,504,300
Original Cost (2040 inflation)	\$0	N/A	\$9,792,000	\$217,961,000	\$526,997,000	\$864,962,000
Refinement Cost (2026 dollars)	\$0	\$4,829,200	\$5,417,270	\$107,540,250	\$181,795,950	\$393,595,541
Refinement Cost (2040 inflation)	\$0	\$7,893,000	\$9,075,000	\$180,108,000	\$303,694,000	\$659,171,000

Prelim Eng: 2030, 5% inflation rate
 ROW Assumes: 2035, 5% inflation rate
 Construction assumes: 2040, 5% inflation rate

Feedback

Any questions or feedback about the concepts?

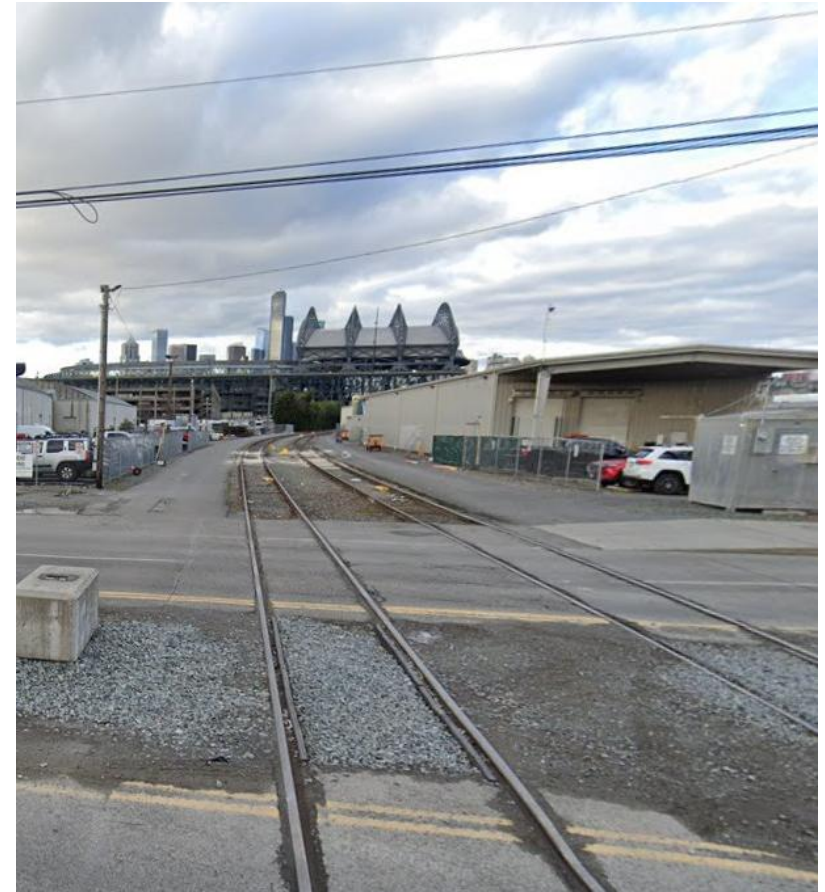
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Multimodal grade-separated options

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Next Steps

- Q4 2026 – continue broader public engagement and Technical Work Group meetings
- Q4 2026 / Q1 2027 – work towards Study outcome



Thank you.