

S Holgate St Crossing Study

Virtual Public Meeting – Questions and Answers

November 13, 2025

- **When will construction start?**

- The S Holgate St Crossing Study is strictly a planning study, without associated capital funding for design, environmental review, or construction. At the conclusion of the study, the Technical Work Group will confirm a preferred alternative. Further steps would only come if and when new resources become available.

- **How does this project fit in with the proposed Maker's District?**

- Recently, the Growth Management Hearings Board (GMHB) ruled that the proposed Maker's District, including the zoning changes in SODO, is invalid. Therefore, the project will not assume at the proposed land use changes will occur.

- **Can't BNSF just shut down S Holgate St? How does this study relate to the Holgate street vacation process? What are the two schedules?**

- We are working closely with BNSF Railway and Amtrak through their participation in the Technical Work Group (TWG). At this time, BNSF Railway/Amtrak has not submitted a formal street vacation request for S Holgate St Crossing, so there is no separate schedule associated with that process. While BNSF Railway has asked the City to explore the possibility of permanently closing the segment of S Holgate St between Occidental Ave S and 3rd Ave S, they also share our goal of completing this planning study to understand the corridor's future and evaluate options collaboratively. With this shared commitment and understanding, we do not anticipate BNSF Railways or Amtrak acting outside the established study process or seeking to close the street independently before the study concludes.

- **Holgate and Horton are the only remaining at-grade rail crossings in SODO. Is there any chance the S Horton crossing could be brought into this project scope**

Commented [WM1]: I'm not sure this is 100% true - we did assume a small increase in vehicle traffic - originally associated with the Maker's District. Do we need to remove that assumption or ok to keep as is and leave this a little more generic of a response?

Commented [ZS2R1]: oh interesting. I had forgotten that we added an increase. let's leave the assumption and be generic here.

Commented [AM3]: I combined two questions here, since they had the same answer, essentially.

Commented [AM4R3]: Q3: Can't BNSF just shut down S Holgate St?

Q4: How does this study relate to the Holgate street vacation process? What are the two schedules?

so that the entire rail corridor through SODO can be addressed at the same time?

- As part of our diagnostic site visit with the railroads, we reviewed existing conditions at S Holgate St, S Horton St, and both the eastbound and westbound S Spokane St at grade crossings. That effort resulted in an appendix of the Study's existing conditions report that identified several maintenance-related issues, along with some potential mitigation measures SDOT may consider during this study. However, the scope of the current grant is limited and does not include a preliminary grade-separation review for the S Horton St crossing. While we cannot bring S Horton St into this project's scope, it is something SDOT could explore in the future through a separate study or additional grant funding.
- **I live and work nearby and am in favor of any solution that is not a closure of Holgate. Given that an overpass was built at Lander, and that road is further from stadiums and freeway access than is Holgate, doesn't this suggest that Holgate should also remain open?**
 - We are actively exploring multiple options for the future of the S Holgate St Crossing, with safety for all users as a top priority. Among the options are: fully closing S Holgate St between Occidental Ave S and 3rd Ave S; keeping the street open with enhanced safety improvements; or building a grade-separated structure (such as an overpass) to allow continued access for pedestrians, cyclists, and/or vehicles. Due to the complexity of rail, freight, passenger, and industrial uses nearby, any decision must weigh trade-offs carefully to meet community, safety, and freight mobility needs. Ultimately, the study is designed to evaluate all feasible alternatives and not just closure, and to identify a solution that best balances safety, connectivity, and access.