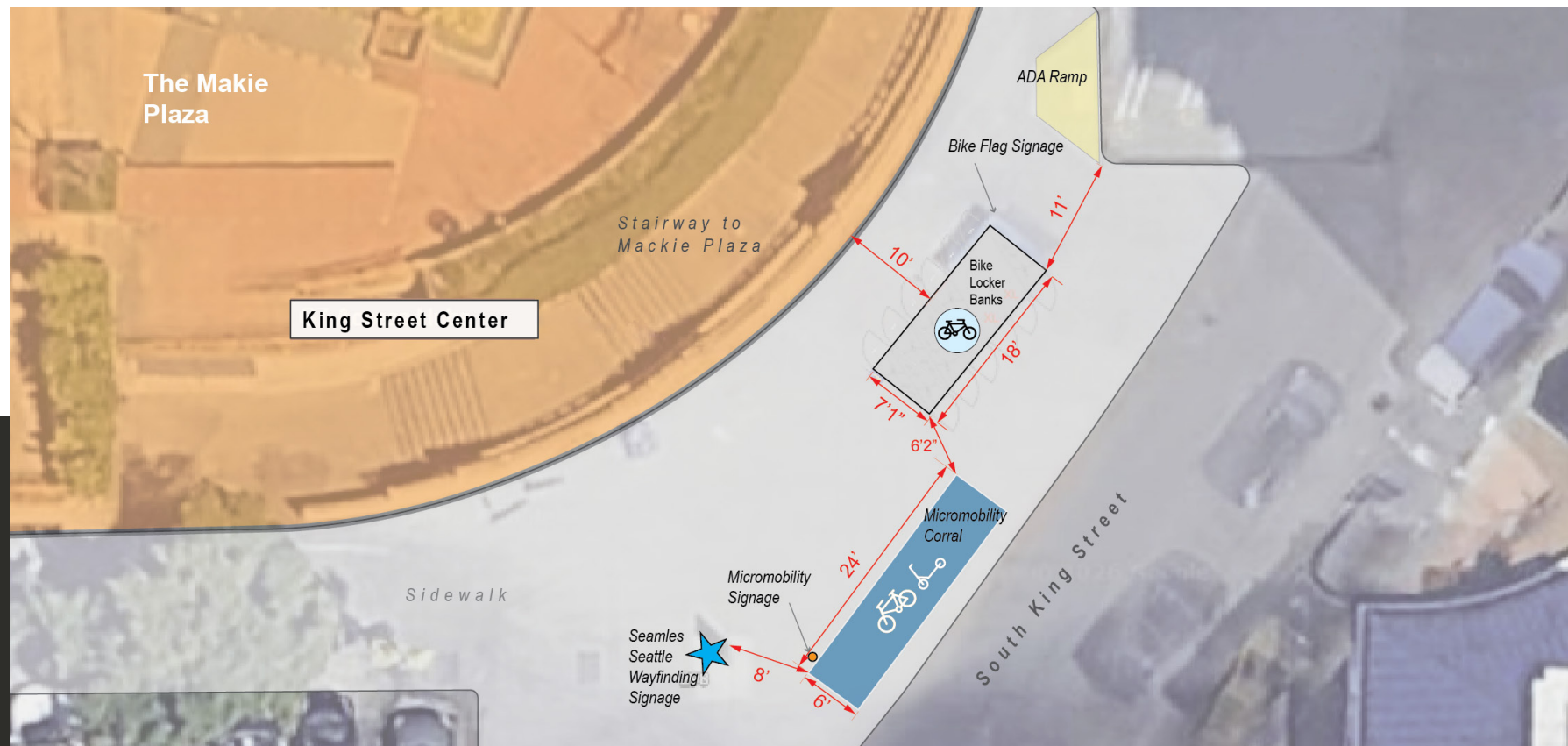




KING STREET CENTER

Mini Mobility Hub

TABLE OF CONTENTS

01

Project Overview

02

Location Overview

03

Current Conditions
and Layout

04

Proposed Layout

05

Locker Desing &
Installation

06

Phase 2

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King County
METRO

PROJECT OVERVIEW

Introduction

The King Street Mini Mobility hub project will strengthen Pioneer's Square role as Seattle's primary multimodal gateway while preserving its historical character. The project aims to improve multimodal access by expanding secure bicycle parking, introducing designated micromobility parking, enhancing wayfinding, and the potential to integrate public art in a later phase through deep coordination with partners like the Historic Preservation Board, City of Seattle, 4Culture and community partners.

Located directly across from the primary entrance to King Street Station and within walking distance of the International District/Chinatown (CID) station, the site serves as a key regional transportation gateway. The project supports first- and last-mile connections while enhancing the public realm in a manner that is compatible with the historic character of Pioneer Square.

The proposed improvements respects the district's historic significance and complements its character-defining features. New secure, on-demand bike lockers, a designated micromobility corral, and wayfinding elements will be carefully integrated into the existing streetscape to minimize visual impacts while preserving important views of surrounding historic buildings and public spaces. The improvements will utilize existing paved areas, require only limited anchoring into existing hardscape, and will not alter, obscure, or remove historic resources.

The project will consist of two phases:

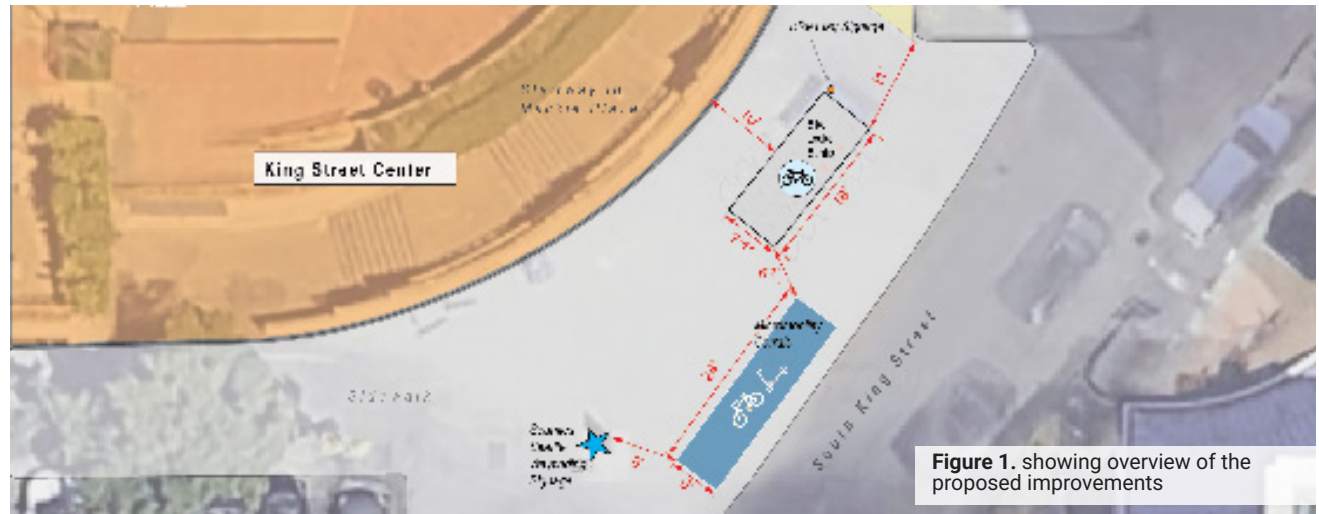


Figure 1. showing overview of the proposed improvements

Phase 1 - Bike Locker Expansion, Micromobility Corral

King County (Metro) seeks approval to upgrade and expand the existing bike lockers at King Street Center (KSC) and install associated wayfinding signage. The proposed work will include:

- Removal of the existing bike lockers.
- Installation of **10 G7 bike locker spaces**, including two XL G7 lockers and eight standard-sized G7 lockers.
- Installation of **wayfinding signage** to improve visibility and guide customers.
- Install a 24' x 6' micromobility corral to consolidate shared bikes and scooters out of access pathways

Phase 2 - Potential Art Integration

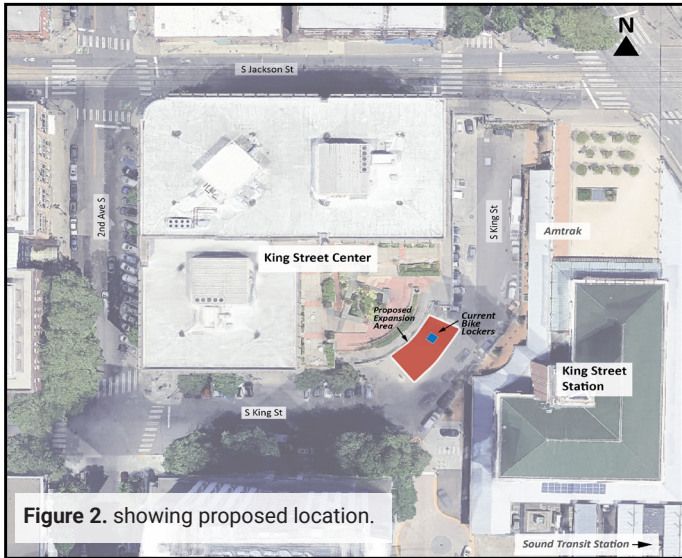
Contingent on future engagement with partners including the Pioneer Square Historic Preservation Board, Phase Two could incorporate artistic wayfind-

ing on the bike lockers and adjacent building ledge to increase awareness of the bike locker facilities, and create a welcoming gateway for visitors to the area.

Proposed work could include:

- **Bike Locker Artwork (Vinyl Wraps)**- The lockers could be wrapped with a modified version of Metro's standard bike locker wrap, which is currently under development. Metro is willing to convene partners to develop a site-specific artful wrap that reflects elements of the history and cultural identity of the Pioneer Square area while maintaining consistency with Metro's broader bike locker program.
- **Artistic Wayfinding:** To create a visually engaging connection to the mini-mobility hub between CID and Sounder stations at 2nd/4th/Jackson, Metro could work with KSC Facilities to add artistic wayfinding along the east- and south-facing overhanging ledges that is coordinated with artistic bike locker wraps.

PHASE 1 OVERVIEW



Location

The proposed project is located southeast of the King Street Center property, directly across from King Street Station, which is served by Sounder Commuter Rail and Amtrak. The site sits approximately 600 feet west of the Sound Transit CID light rail station and immediately north of Lumen Field.

Site Notes

Surface: Existing Concrete sidewalk
Slope: 2% +/-
Permit Required: FTA NEPA CE
(Federal Transit Administration NEPA Categorical Exclusion)
For review by Washington State Department of Archaeology & Historic Preservation and FTA
Approval Required: Pioneer Square Preservation District

Project Description

The proposed work consists of expanding secure, publicly accessible bike storage and establishing a designated micromobility parking corral adjacent King Street Station. Metro will accomplish this by replacing the current bike lockers with upgraded G7 electronic lockers and expanding capacity from 4 to 10 spaces, offered in a mix of sizes to accommodate larger e-bikes.

The project will not impact the public right-of-way serving or the surrounding buildings.

Rationale

The King Street Mini-Mobility Hub is supported by demonstrated demand for secure bicycle parking and a designated space to consolidate shared bikes and scooters at this location. The existing bike lockers at King Street Center are consistently ranked among the highest-utilized on-demand BikeLink lockers in King County, ranking second in weekday utilization and third in weekend utilization throughout 2026. In addition, King County Metro continues to receive customer requests for additional bicycle locker capacity at this site. During 2026, the existing lockers reached 100% utilization on approximately 148 days, with an average rental duration of approximately eight hours per session, indicating sustained, all-day demand and limited availability for additional users. Expanding the bicycle locker capacity will help address existing demand, improve traveler access to secure bicycle parking, and better support multimodal travel connections at King Street Center.

This project also advances King County Metro's goal of creating an integrated mobility hub by co-locating secure bicycle parking, micromobility facilities, wayfinding, and public art in a manner that enhances the public realm while remaining compatible with the historic character of Pioneer Square.

CURRENT LAYOUT & CONDITIONS

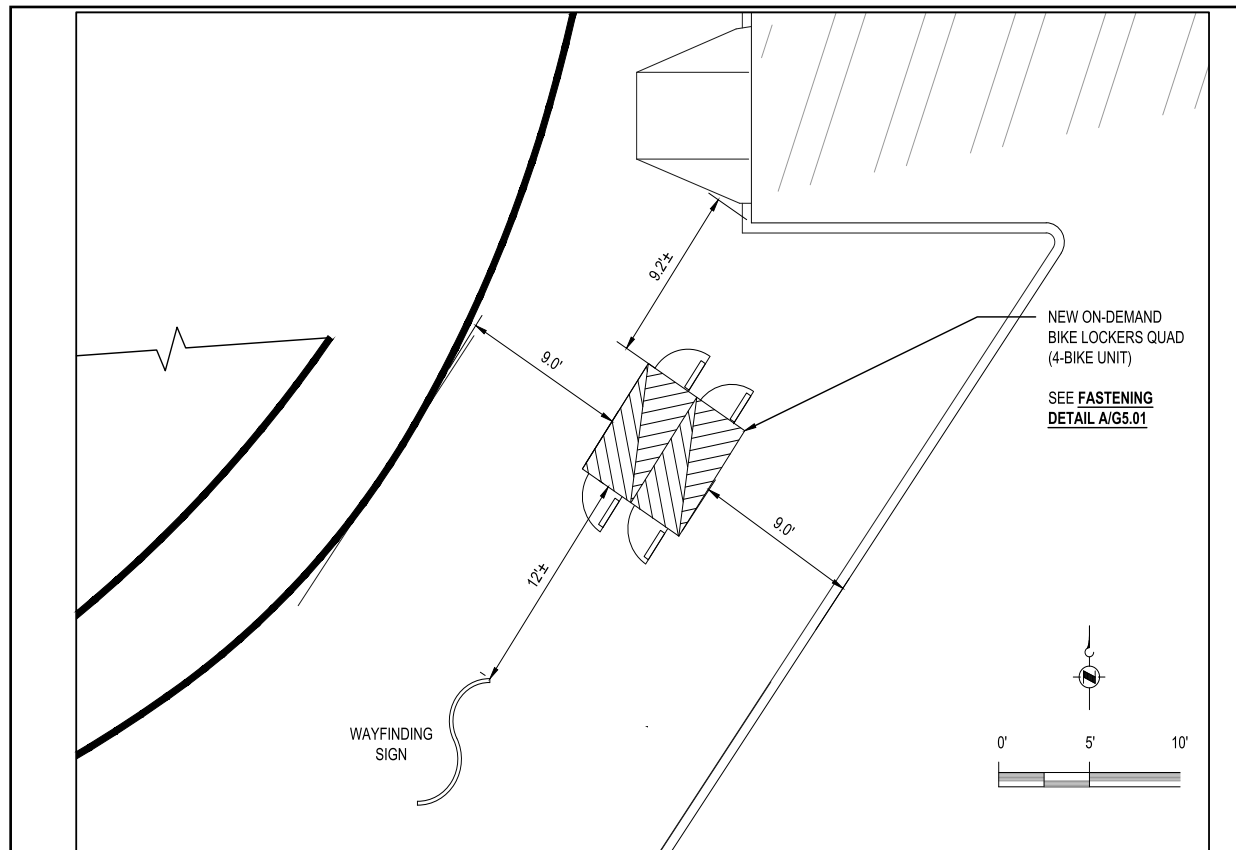


Figure 3: Site plan outlining the current placement of the bike lockers and measurement in relation to surrounding elements at King Street Center

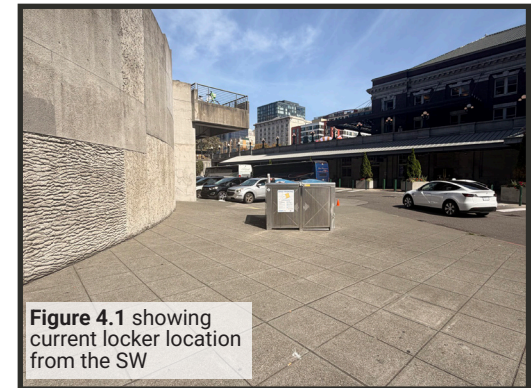


Figure 4.1 showing current locker location from the SW



Figure 4.2 showing current locker in relation to the ADA ramp

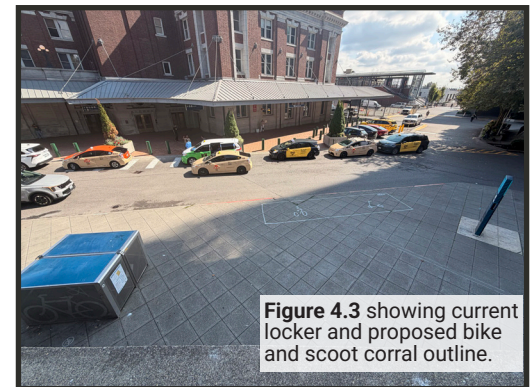


Figure 4.3 showing current locker and proposed bike and scooter corral outline.

CURRENT LAYOUT & CONDITIONS

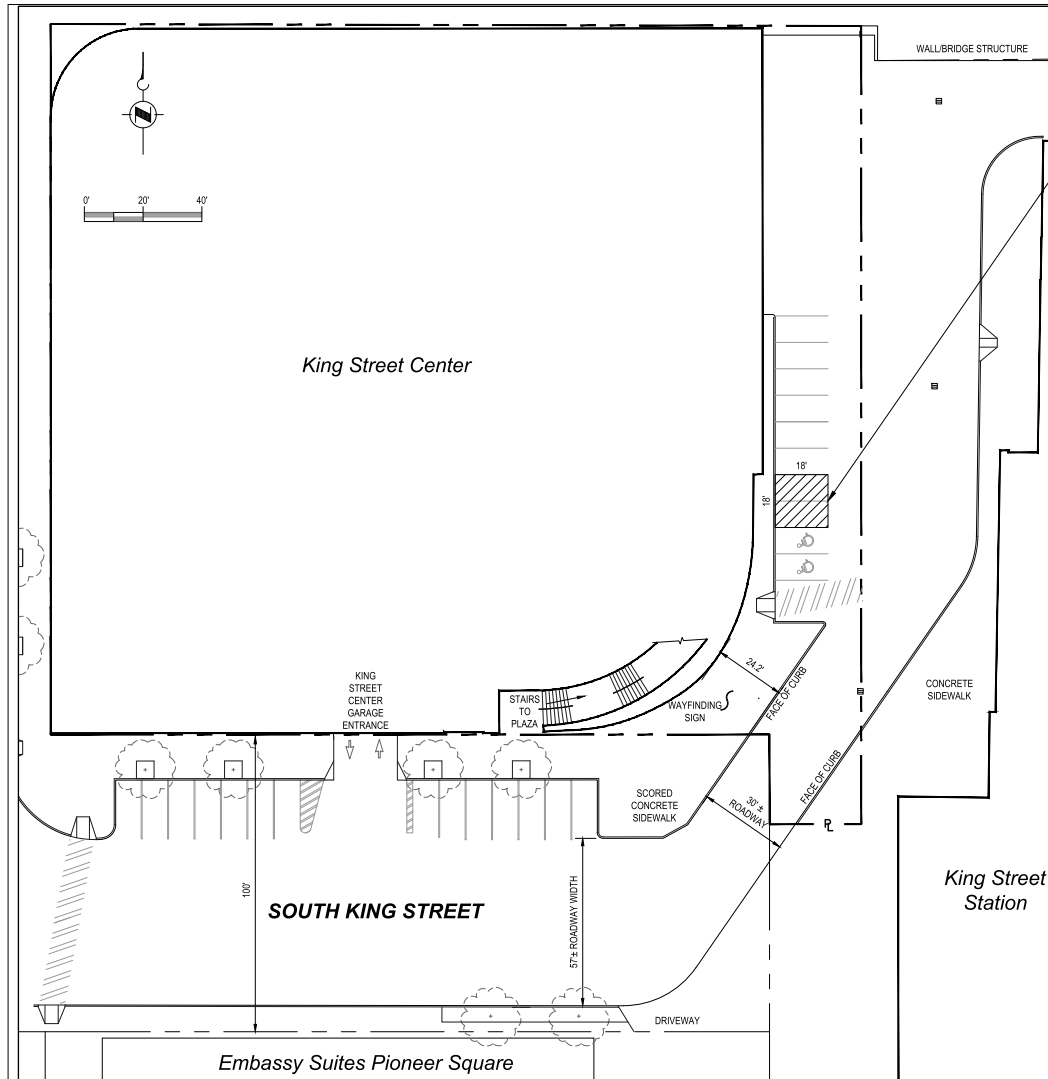


Figure 5.0: Showing site plan of the area.



Figure 5.1: View of current bike lockers in relation to current Mackie Plaza wall and surrounding conditions from the south west.



Figure 5.2 View of current bike lockers in relation to current Mackie Plaza wall and surrounding area from King Street Station.

PROPOSED LAYOUT



TOTALS:

EXISTING: 1 G5 Quad eLockers = 4 Standard Spaces

PROPOSED: 6 G7 eLockers = 8 standard and 2 XL spaces and 1 Access Hub



SCALE: 0.75" = 10'
DATE: 4.14.26
DRAWN BY: JM
CHECKED BY: SGN



LOCATION: King Street Center

DRAWING #:

1.2

Figure 6:
Proposed site
plan

PROPOSED LAYOUT

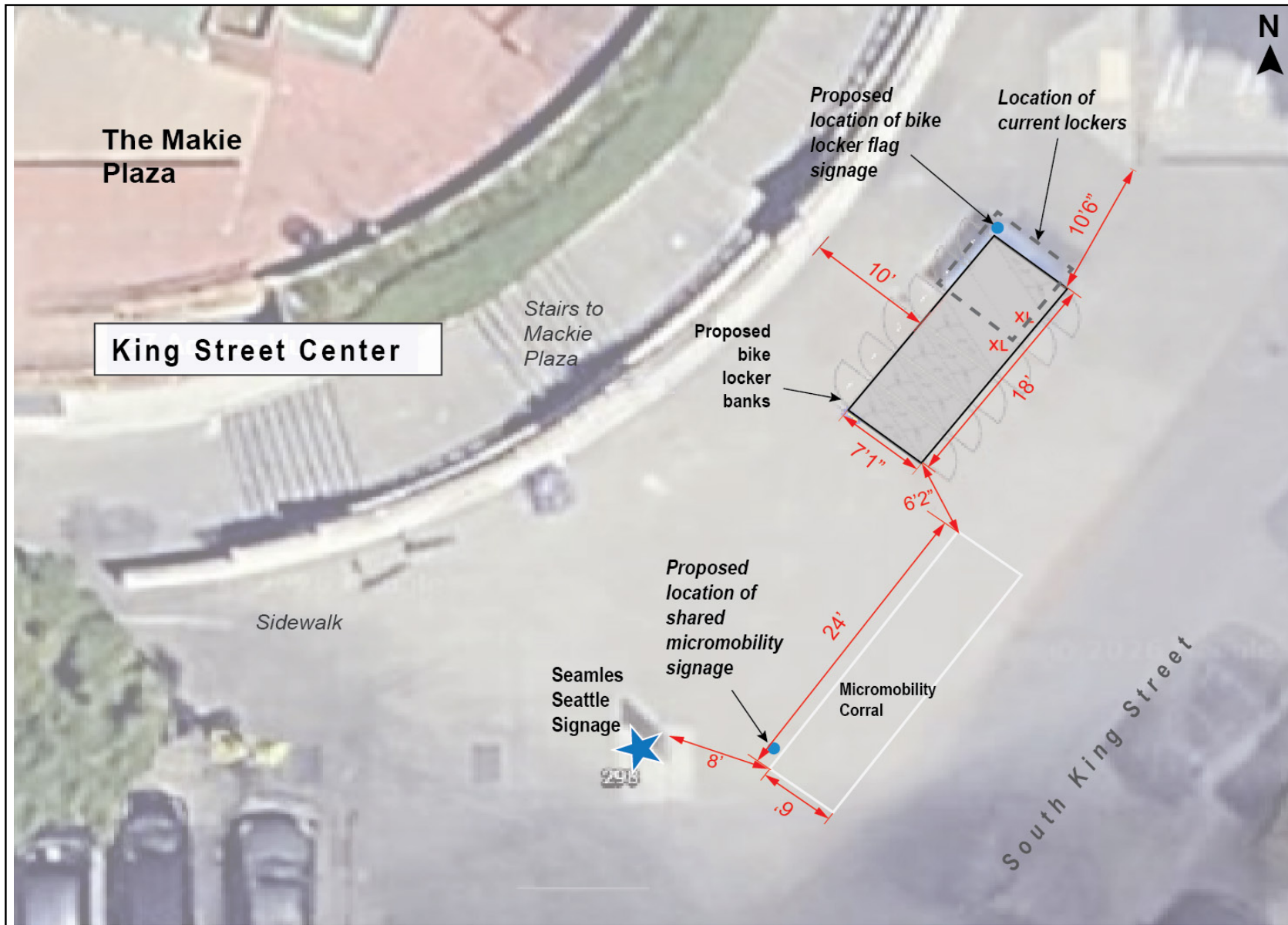


Figure 7: Site plan with proposed lockers, micromobility corral and wayfinding signage.

Mini Mobility Hub Mock-Up

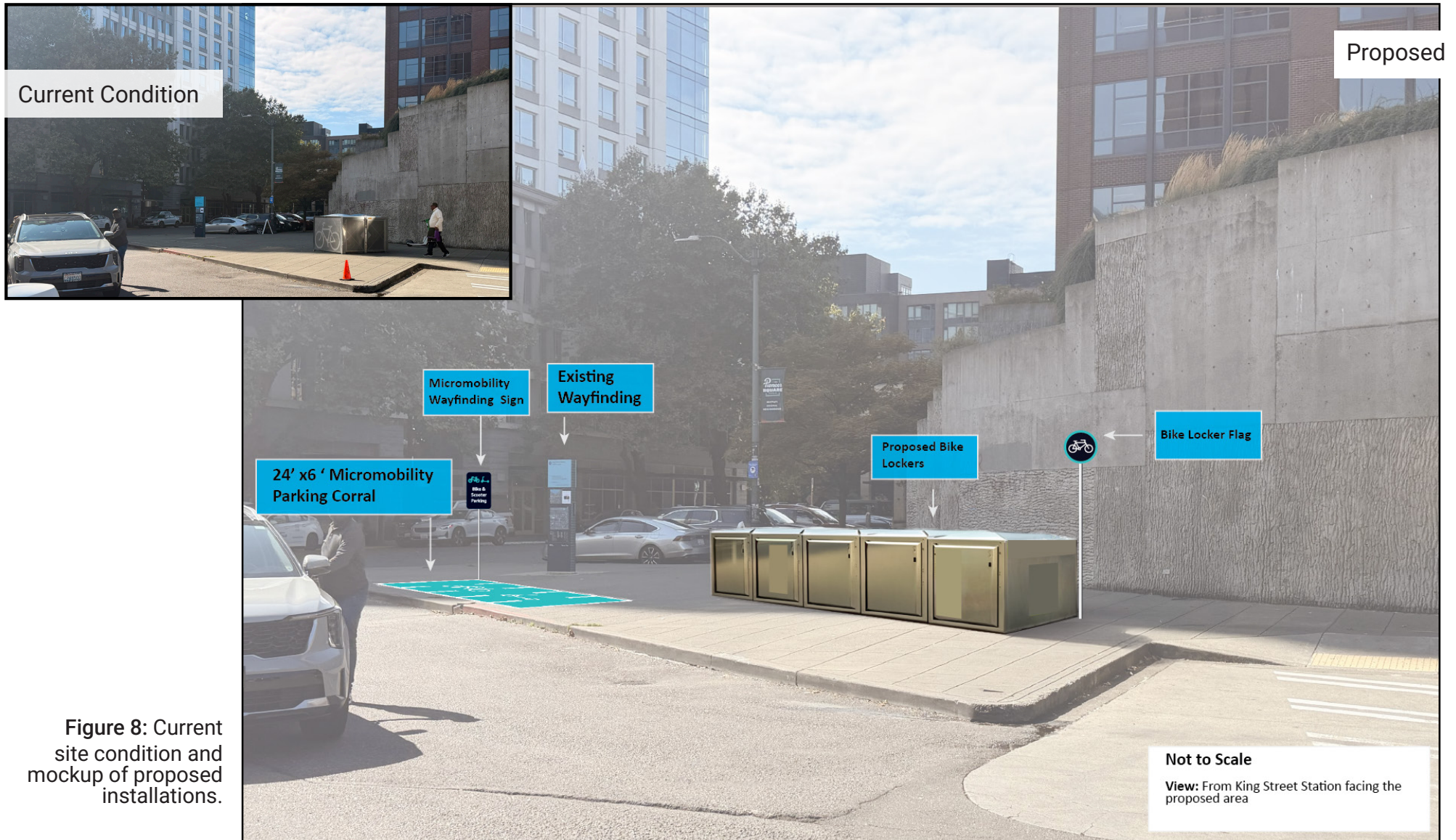


Figure 8: Current site condition and mockup of proposed installations.

BIKE LOCKER DESIGN & FEATURES



Figure 9.0: G7 Bike Locker model and its features

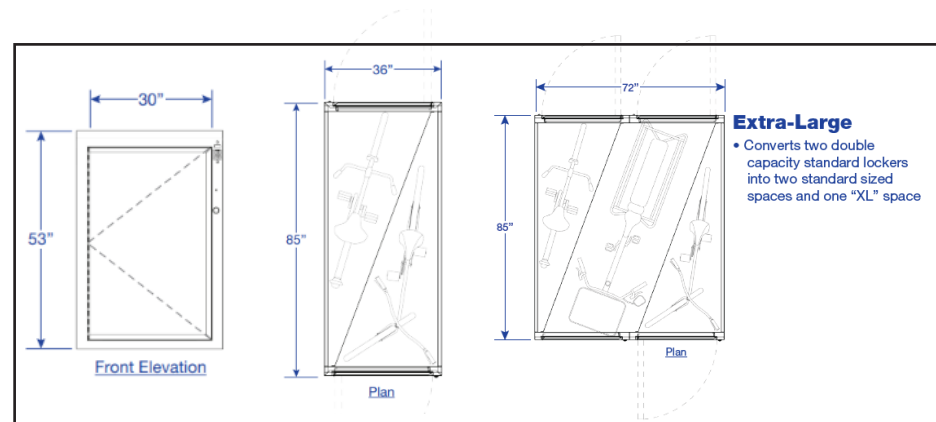


Figure 9.2: Plan view and measurements of the G7 bike lockers



Figure 9.3: G7 Bike Locker side view with Locker Controller

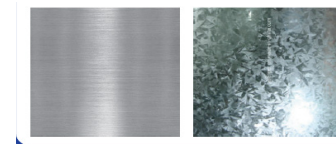


Figure 9.4: showing 304 #4 Directional Grain Stainless Steel material sample and TGIC Powder coating option



Figure 9.1 showing the inside of the G7 Bike Locker model

Source: [Reddit Bikelink user](#)

Locker Notes

1. Unit Height: Approximately 53"
2. Wall Material: 304 #4 Directional Grain Stainless Steel
3. Top Material: 304 #4 Directional Grain Stainless Steel
4. Interior Dividers: G90 Galvanized steel
5. Card Access System Power: Alkaline Battery
6. Comply with the technical specifications for material requirements.
7. Anchorage system shall bolt to existing sidewalk (shown in Figure 10).
8. Adjust to level installation with integral adjustable feet

INSTALLATION PLANS

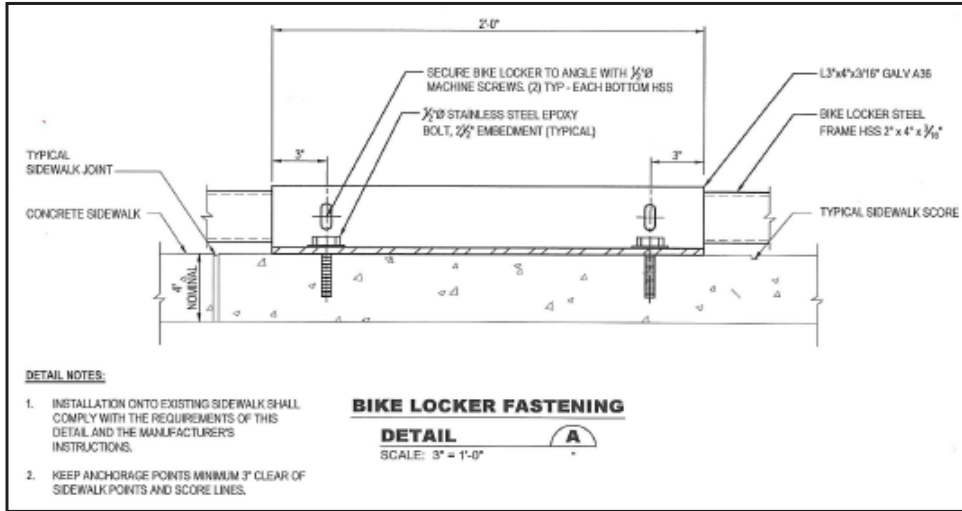


Figure 10: Typical anchoring plan for G7 bike lockers to concrete sidewalk

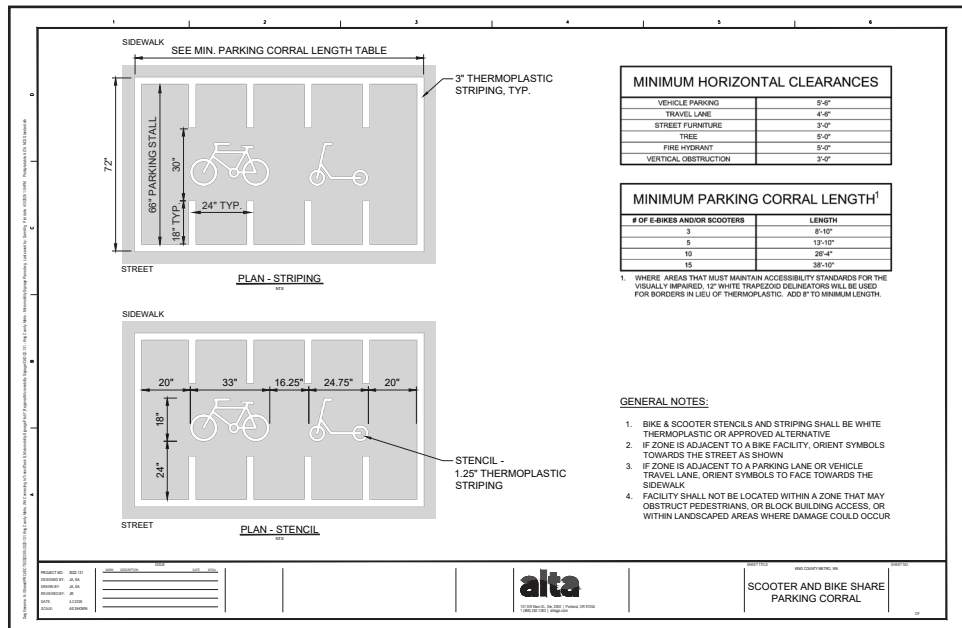


Figure 11: Shared bike and scooter corral plan and associated standards.

WAYFINDING ELEMENTS

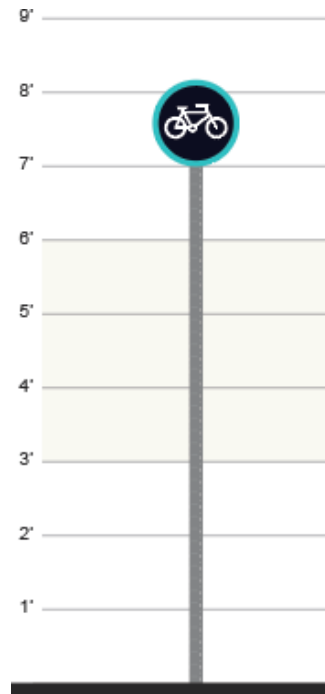


Figure 11.0: Bike Flag- placed on 7' tall post next to the bike lockers for easy identification from afar.

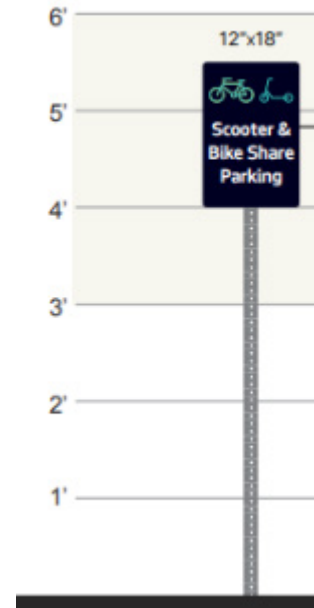
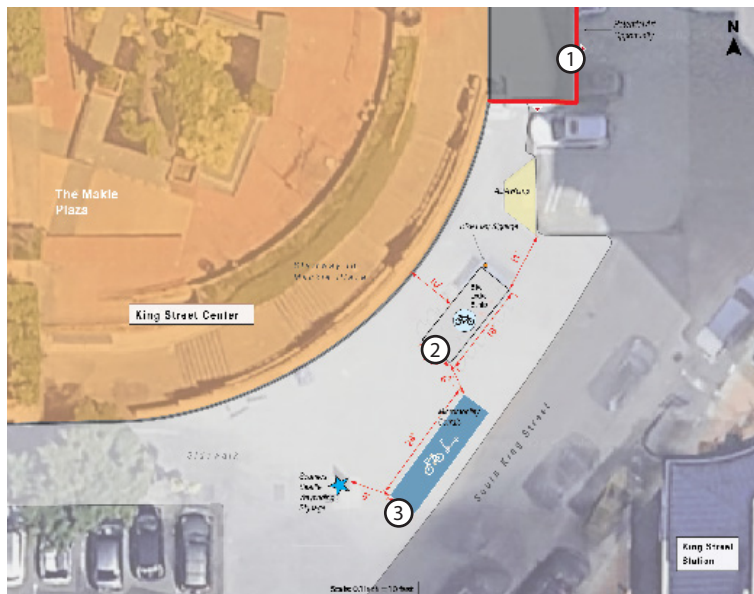


Figure 11.0: Scooter and Bikeshare signage with associated measurements.

The proposed wayfinding elements will include the bike flag sign and bike and scooter corral signage, which will be adapted to complement the colors and visual character of the current Seamless Seattle signage to provide a cohesive wayfinding experience within the Pioneer Square district.

NEXT: PHASE 2



Proposed art and wayfinding Opportunity on the east and south facing ledge of King Street Center balcony, with visibility from the South Jackson Street walkover.

Locker Banks example. The Art work will be commissioned to complement The Mackie Plaza and reflect the surrounding community and context of Pioneer Square.

Example of potential shared bike and scooter corral with artwork implemented by SDOT.

Contingent on future engagement with partners including the Pioneer Square Historic Preservation Board, the second phase of the project could incorporate artwork to the proposed bike lockers and other site elements. Metro is currently developing a standard design for bike locker artwork that will be applied on bike lockers throughout the County. This precedent presents the opportunity to create site-specific art, when appropriate. Metro can share our standard bike locker artwork with the Board once complete. The Seattle Dept of Transportation recently worked with Benaroya Hall to install artful micromobility corrals along 2nd Ave and University St, pictured in #3 above. The standard design will allow for site-specific customization, providing an opportunity to incorporate artwork, patterns, or other visual elements that are representative of the Pioneer Square district while maintaining consistency with Metro's broader bike locker program. Artwork on the bike lockers will be applied using a durable, graffiti- and weather-resistant, heavy-duty vinyl wrap designed for exterior applications and ease of

maintenance.

Additional opportunities for artwork include the micromobility corral and the existing east-facing King Street Center balcony ledge. Artwork on the micromobility corral will be applied using durable thermoplastic material suitable for high-use exterior environments.

For the wall treatment, several options could be explored, including a framed artwork panel or a printed aluminum/composite panel. The final treatment will prioritize durability, ease of maintenance, and the ability for King County Metro Facilities staff to repair or replace the artwork as needed, while minimizing impacts to the existing building.

Following completion of Phase 1 of the King Street Mini-Mobility Hub, Metro could revisit the Historic Preservation Board and together, convene partners like the Seattle Dept of Transportation/City of Seattle, 4Culture and neighborhood organizations to develop an approach to art integration to inform a future application.