

September 8, 2025

MEMORANDUM

To: Transportation Committee
From: Calvin Chow, Analyst
Subject: CB 121040 – E-Cargo Bicycle Delivery Permit

On September 16, the Transportation Committee will discuss and possibly vote on [Council Bill \(CB\) 121040](#) which would establish a new permit program in the Seattle Department of Transportation (SDOT) to allow electric-assisted bicycles delivering cargo (e-cargo bikes) to utilize parking spaces and dedicated e-cargo bike loading spaces to conduct business deliveries.

This proposal is intended to support zero-emission delivery of goods and services, decrease congestion from larger commercial delivery vehicles, improve traffic safety, and respond to the needs of the business community. The permit program focuses specifically on urban freight delivery; it does not address other potential commercial or business uses of electric bicycles (such as pedicabs). The proposal was previously discussed at the September 2 Transportation Committee meeting.

Proposed Legislation

The legislation would establish an e-cargo permit to allow permittees to utilize timed load/unload zones, paid parking areas, restricted parking zones, time-limited parking areas, and on-street bike corrals without payment for parking. E-cargo bikes would be prohibited from parking in bus zones, pedestrian zones, specially-designated loading zones (e.g., commercial vehicle load zones, truck load zones, school load zones), spaces reserved for persons with disabilities, and other spaces with designated curb uses.

The permit program would apply to e-cargo bikes with a maximum motor rating of 750 watts and a maximum width of 48 inches. Permit holders would be required to possess a City of Seattle business license, operate at a maximum of 15 miles per hour, and to display a unique permit number on the bicycle (and trailer, if used). The program also requires that the permit holder provide data to SDOT on the number of packages delivered, bicycle miles travelled, and ZIP codes of operation.

The legislation would establish a permit fee of \$100 per e-cargo bike and a \$69 parking infraction penalty for e-cargo bikes. The legislation allows SDOT to waive the permit fee for the first six months of the permit program to incentivize participation. SDOT estimates administrative program costs of \$30,000 per year, which is equivalent to permit fees for 300 e-

cargo bicycles. SDOT projects first year participation at 100 permitted e-cargo bikes, with program participation growing to 500 bikes by 2030.

SDOT developed this permit proposal with grant support from the C40 Cities Climate Leadership Group and in consultation with peer cities with similar e-cargo bike programs in development (New York City, Washington DC, and Boston). Additional legislative changes may be necessary in the future to refine the permit program as SDOT gains more experience with e-cargo bike deployment in Seattle.

cc: Ben Noble, Director