



# SEATTLE CITY COUNCIL

## Transportation Committee

### Agenda

#### Special Meeting

Tuesday, September 2, 2025

10:00 AM

Council Chamber, City Hall  
600 Fourth Avenue  
Seattle, WA 98104

Rob Saka, Chair  
Joy Hollingsworth, Vice-Chair  
Robert Kettle, Member  
Alexis Mercedes Rinck, Member  
Dan Strauss, Member

Chair Info: 206-684-8801; [Rob.Saka@seattle.gov](mailto:Rob.Saka@seattle.gov)

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Council Chamber Listen Line: 206-684-8566

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**SEATTLE CITY COUNCIL**  
**Transportation Committee**  
**Agenda**  
**September 2, 2025 - 10:00 AM**  
**Special Meeting**

**Meeting Location:**

Council Chamber, City Hall, 600 Fourth Avenue, Seattle, WA 98104

**Committee Website:**

<https://www.seattle.gov/council/committees/transportation-x154110>

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This meeting also constitutes a meeting of the City Council, provided that the meeting shall be conducted as a committee meeting under the Council Rules and Procedures, and Council action shall be limited to committee business. Pursuant to Council Rule VI.C.10, members of the public providing public comment in Chambers will be broadcast via Seattle Channel.

Members of the public may register for remote or in-person Public Comment to address the Council. Speakers must be registered in order to be recognized by the Chair. Details on how to register for Public Comment are listed below:

Remote Public Comment - Register online to speak during the Public Comment period at the meeting at <https://www.seattle.gov/council/committees/public-comment>. Online registration to speak will begin one hour before the meeting start time, and registration will end at the conclusion of the Public Comment period during the meeting.

In-Person Public Comment - Register to speak on the public comment sign-up sheet located inside Council Chambers at least 15 minutes prior to the meeting start time. Registration will end at the conclusion of the Public Comment period during the meeting.

Please submit written comments no later than four business hours prior to the start of the meeting to ensure that they are distributed to Councilmembers prior to the meeting. Comments may be submitted at [Council@seattle.gov](mailto:Council@seattle.gov) or at Seattle City Hall, Attn: Council Public Comment, 600 4th Ave., Floor 2, Seattle, WA 98104. Business hours are considered 8 a.m. - 5 p.m. Comments received after that time will be distributed after the meeting to Councilmembers and included as part of the public record.

*Please Note: Times listed are estimated*

**A. Call To Order**

**B. Approval of the Agenda**

**C. Public Comment**

**D. Items of Business**

1.     [Res 32179](#)     **A RESOLUTION regarding the operation of a Council District Fund/District Project Fund as provided in the 2025 Adopted Budget and 2025-2030 Capital Improvement Program through Council Budget Action SDOT 003-A-1.**

Supporting Documents:     [Summary and Fiscal Note](#)  
                                  [Presentation](#)

**Briefing and Discussion**

**Presenters:** Jim Curtin, Simon Blenski, and Bill LaBorde, Seattle Department of Transportation (SDOT); Calvin Chow, Council Central Staff

2.     [CB 121058](#)     **AN ORDINANCE relating to the Seattle Department of Transportation; amending Ordinance 127156, which adopted the 2025 Budget, including the 2025-2030 Capital Improvement Program (CIP); renaming the Council District Fund CIP project to the District Project Fund CIP project; and lifting a proviso.**

Attachments:     [Att A – District Project Fund \(MC-TR-C155\) CIP Page](#)

Supporting Documents:     [Summary and Fiscal Note](#)

**Briefing and Discussion**

**Presenters:** Jim Curtin, Simon Blenski, and Bill LaBorde, SDOT; Calvin Chow, Council Central Staff

3. **SDOT Sidewalk Program: Repair and New Construction**

Supporting Documents: [Presentation](#)

**Briefing and Discussion**

**Presenters:** Darren Morgan, Elsa Tibbits, and Jinny Green, SDOT

4. [CB 121040](#) **AN ORDINANCE relating to new vehicle types and curb allowances for e-cargo bicycle delivery; establishing a new vehicle type for e-cargo bikes; establishing rules for operations, parking, and loading for e-cargo bicycle delivery; clarifying new curb allowances for e-cargo bike delivery; and adding new Sections 11.23.430 and 11.44.300 to, and amending Sections 11.14.055, 11.23.120, 11.31.121, and 11.76.015 of, the Seattle Municipal Code.**

Attachments: [Presentation](#)

Supporting Documents: [Summary and Fiscal Note](#)

**Briefing and Discussion**

**Presenters:** Mike Estey, Katherine Rice, and MaryCatherine Snyder, SDOT

**E. Adjournment**





## Legislation Text

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**File #:** Res 32179, **Version:** 1

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### CITY OF SEATTLE

### RESOLUTION \_\_\_\_\_

A RESOLUTION regarding the operation of a Council District Fund/District Project Fund as provided in the 2025 Adopted Budget and 2025-2030 Capital Improvement Program through Council Budget Action SDOT 003-A-1.

WHEREAS, the Mayor's initial proposal for the 2024 Transportation Levy included a District Project Fund to provide funds to address emergent safety concerns and requests; and

WHEREAS, the final language of the 2024 Transportation Levy (Ordinance 127053) as approved by voters did not include funding for a District Project Fund; and

WHEREAS, in the 2025 Adopted Budget (Ordinance 127156), the City Council established a Council District Fund for the purpose of funding neighborhood-scale traffic safety improvements and other district transportation priorities at the direction of the City Council; and

WHEREAS, the Council District Fund provides dedicated funding to address these transportation priorities as a budgeted program, rather than rely on earmarked funding in the annual budget process; and

WHEREAS, the 2025 Adopted Budget and 2026 Endorsed Budget identify a total of \$14 million (\$7 million in 2025 and \$7 million in 2026) for the Council District Fund; and

WHEREAS, Ordinance 127156 imposed a proviso prohibiting spending on the Council District Fund until authorized by future City Council action; and

WHEREAS, the City Council has worked with the Executive on a proposal to implement the program as described in this resolution; and

WHEREAS, the City Council is considering separate legislation to lift the proviso on the Council District Fund and to rename the Council District Fund to the District Project Fund; NOW, THEREFORE,

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE MAYOR  
CONCURRING, THAT:**

Section 1. The following principles and expectations are established for the District Project Fund:

A. Program funding. Total program expenditures are intended to be equal between Council districts over the life of the program. Yearly program spending may vary based on project scale, project development cycles, construction delivery schedules, and other factors. Consistent with state law regarding budgeted capital project allocations, unspent program funding will be carried forward to support program spending in future years.

B. Project development costs. Project feasibility analysis is necessary to determine the scope and cost of the project proposals and inform whether the project should proceed to construction. The District Project Fund will cover project development costs, which may include but are not limited to traffic data collection, feasibility analysis, any required contracted services, and staff time necessary to assess, design and conduct outreach. The Seattle Department of Transportation (SDOT) will track development costs by Council district. If the project is constructed, the project development costs will be tracked with the project.

C. Project standards. Projects must adhere to standards, warrants, guidelines, and best practices, including the federally adopted Manual on Uniform Traffic Control Devices (MUTCD) warrants analysis, National Association of City Transportation Officials (NACTO) guidelines, and SDOT policies.

If a specific proposal is determined to be infeasible, not warranted under standardized warrant criteria, or has a higher than anticipated cost, SDOT engineers will strive to provide an alternate solution to address the related constituent concerns.

D. Project delivery method. SDOT will strive to deliver projects utilizing SDOT crews (within Washington State limits for public works contracting) in order to minimize cost and manage timelines for project delivery.

E. Project timing. Project construction is anticipated within one to two years after projects are identified by District-elected Councilmembers, and may be influenced by project complexity, materials or resource

availability, weather conditions, or other factors. For simple projects that respond to safety concerns and do not require significant feasibility analysis, SDOT will strive to implement on an accelerated schedule and may coordinate with other SDOT programs for faster implementation.

F. Projects will be reviewed for conformity with levy spending requirements. Projects found to be within the scope of levy funding will be included in the Transportation Levy Delivery Plan and reported to the Levy Oversight Committee.

Section 2. The following procedures and anticipated timelines are established for the District Project Fund:

A. Identification of candidate projects. District-elected Councilmembers will strive to identify candidate project proposals or areas of concern by March 1 in order to receive project development staffing in the current year. Councilmembers may submit individual project proposals or concerns, or prioritized lists of project proposals via SDOT's Council Liaison for preliminary assessment by SDOT. Councilmembers representing the City at-large are encouraged to work with District-elected Councilmembers to consider project proposals in the context of district priorities. SDOT will work directly with District-elected Councilmembers on the projects proposed for their represented districts.

For 2025, SDOT will provide the Council with a list of known unfunded community requests by district, previously identified through programs such as the Neighborhood Street Fund, Your Voice, Your Choice, and Safe Routes to School. Councilmembers may submit project requests from this list or from other Councilmember-identified district priorities. SDOT will provide the Council with general guidance on anticipated project costs in a format similar to SDOT's Home Zone Toolkit.

B. Project development. Project proposals identified by March 1 will be evaluated and a cost estimate will be prepared. SDOT will confer with District-elected Councilmembers to confirm district priorities for the submitted projects.

For projects that respond to safety concerns and do not require significant project development, SDOT

will strive to deliver such projects in the current year’s construction window and may coordinate with other SDOT programs for implementation.

C. Program reporting. By September 30 of each year, SDOT will report to Council the total program resources spent to date and anticipated to be expended the following year. The report will identify spending by project and Council district, including project development and construction costs.

D. Project delivery. Most projects approved for construction will be scheduled for delivery during the following year’s construction window. More complex projects may require additional time and resources.

Section 3. Nothing in this resolution is meant to preclude the department from incorporating Councilmember-proposed projects as departmental priorities within existing levy or non-levy SDOT programs, provided that any Councilmember-proposed projects that would use 2024 Seattle Transportation Levy funds must be within the project scope of the transportation levy and included within the subsequent Annual Delivery Plan for the work funded by the levy. Additionally, SDOT may recommend, as appropriate, potential funding partnerships with levy or other SDOT programs, or with non-SDOT funding sources.

Adopted by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2025, and signed by me in open session in authentication of its adoption this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

President \_\_\_\_\_ of the City Council

The Mayor concurred the \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
  
Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
  
Scheereen Dedman, City Clerk

(Seal)

## **SUMMARY and FISCAL NOTE**

<b>Department:</b>	<b>Dept. Contact:</b>	<b>CBO Contact:</b>
Legislative	Chow, x4-4652	n/a

### **1. BILL SUMMARY**

**Legislation Title:**

A RESOLUTION regarding the operation of a Council District Fund/District Project Fund as provided in the 2025 Adopted Budget and 2025-2030 Capital Improvement Program through Council Budget Action SDOT 003-A-1.

**Summary and Background of the Legislation:**

This legislation adopts procedures for the City Council and the Seattle Department of Transportation (SDOT) to implement the Council District Fund/District Project Fund. The 2025 Adopted Budget and the 2026 Endorsed Budget identified a total of \$14 million for this purpose and imposed a proviso prohibiting spending until authorized by future City Council action. The City Council is considering separate legislation to lift the proviso and to rename the program the District Project Fund.

This legislation establishes that program funding will be tracked and reported by Council district and that SDOT will work directly with district-elected Councilmembers on the projects proposed for their represented districts. Project delivery will require sufficient time for evaluation, feasibility, and other project development costs.

This legislation includes a reporting requirement that by September 30 of each year, SDOT report to the Council the total program resources spent to date and anticipated to be expended the following year. The report will identify spending by project and Council district.

### **2. CAPITAL IMPROVEMENT PROGRAM**

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

<b>Project Name:</b>	<b>Master Project I.D.:</b>	<b>Project Location:</b>	<b>Start Date:</b>	<b>End Date:</b>	<b>Total Project Cost Through 2030:</b>

### **3. SUMMARY OF FINANCIAL IMPLICATIONS**

Does this legislation have financial impacts to the City? ☐ Yes ☒ No

<b>Expenditure Change (\$);</b>	<b>2025</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>	<b>2029 est.</b>
<b>General Fund</b>					

Expenditure Change (\$); Other Funds	2025	2026 est.	2027 est.	2028 est.	2029 est.

Revenue Change (\$); General Fund	2025	2026 est.	2027 est.	2028 est.	2029 est.

Revenue Change (\$); Other Funds	2025	2026 est.	2027 est.	2028 est.	2029 est.

Number of Positions	2025	2026 est.	2027 est.	2028 est.	2029 est.

Total FTE Change	2025	2026 est.	2027 est.	2028 est.	2029 est.

### 3.a. Appropriations

☐ This legislation adds, changes, or deletes appropriations.

Fund Name and Number	Dept	Budget Control Level Name/Number	2025 Appropriation Change	2026 Estimated Appropriation Change
TOTAL				

Appropriations Notes: None

### 3.b. Revenues/Reimbursements

☐ This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from This Legislation:

Fund Name and Number	Dept	Revenue Source	2025 Revenue	2026 Estimated Revenue
TOTAL				

Revenue/Reimbursement Notes: None

### 3.c. Positions

☐ This legislation adds, changes, or deletes positions.

**Total Regular Positions Created, Modified, or Abrogated through This Legislation, Including FTE Impact:**

Position # for Existing Positions	Position Title & Department*	Fund Name & Number	Program & BCL	PT/FT	2025 Positions	2025 FTE	Does it sunset? (If yes, explain below in Position Notes)
<b>TOTAL</b>							

\* List each position separately.

**Position Notes: None**

### 3.d. Other Impacts

**Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.**

This legislation establishes procedures and expectations for implementation of budgeted program established in the 2025 Adopted Budget.

**If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.**

This program will be managed by SDOT within the budget established by the Council.

**Please describe any financial costs or other impacts of *not* implementing the legislation.**

The program budget was established in SDOT's CIP. If the program is not implemented, appropriations would automatically carryforward unless reallocated or abandoned by future Council action.

**Please describe how this legislation may affect any City departments other than the originating department.**

The program procedures were developed in consultation with SDOT staff, who would be responsible for implementing the program.



#### 4. OTHER IMPLICATIONS

- a. **Is a public hearing required for this legislation?**  
No.
- b. **Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?**  
No.
- c. **Does this legislation affect a piece of property?**  
No.
- d. **Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**
- i. **How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**  
The program responds to district priorities identified by Councilmembers.
  - ii. **Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**  
None.
  - iii. **What is the Language Access Plan for any communications to the public?**  
None.
- e. **Climate Change Implications**
- i. **Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**  
No impact anticipated.
  - ii. **Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**  
No impact anticipated.
- f. **If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**  
This program is intended to meet Council district transportation priorities.

- g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**  
No.

## **5. ATTACHMENTS**

**Summary Attachments:**

None.



# District Project Fund Program Overview and Operational Procedures

Seattle City Council  
Transportation Committee

September 2, 2025

# Council District Fund Overview

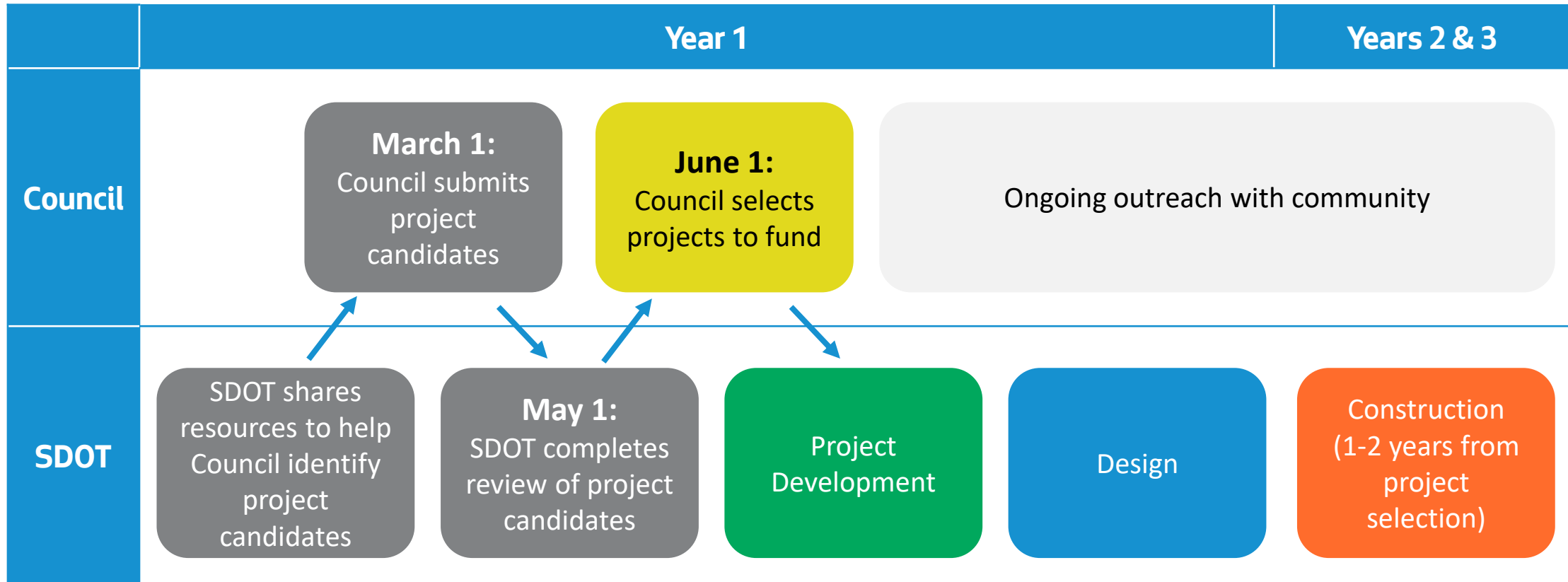
## **Council District Fund established in the 2025 Adopted Budget and CIP:**

- Funds neighborhood-scale traffic safety improvements and other district priorities at the direction of the City Council
- Budget and CIP identified \$7 million in 2025 and \$7 million in 2026
- Any unspent funding automatically carries forward to future years
- No secured funding for 2027 or beyond

## **Today, we will share proposed operational procedures including:**

- Project selection process
- Project selection considerations
- Project implementation schedule and considerations

# Annual Program Schedule



- This is the proposed schedule for typical project selection and delivery
- Simple projects may be completed sooner, and complex projects may take longer



# How to Submit Project Candidates

**Councilmembers should submit project candidates to SDOT annually by March 1**

## **Project criteria:**

- Neighborhood-scale traffic safety projects that address emerging safety concerns and requests
- Must adhere to City and federal standards, guidelines, and best practices
- \$1 million max annual project cost per district
- Can fund one larger improvement or multiple smaller improvements



# How to Submit Project Candidates

**SDOT will provide a form for Councilmembers to submit project ideas, requesting the following information:**

- Project location
  - Project goals
  - Description of existing issues
  - Design solution(s) to address issues
  - Background on prior outreach and other community considerations
- We highly encourage Councilmembers to submit multiple projects in the event that specific projects are later determined to be infeasible



# How to Submit Project Candidates




SDOT created resources to help Councilmembers identify project candidates:

## Project Idea Toolbox

- A list of improvements used to address common transportation safety issues such as crossing improvements and traffic calming
- Includes conceptual cost estimates

### Crossing Improvements

A range of options to help people walking and rolling safely cross busy streets

Improvement	Description	Typical Cost Range	Photo
Marked Crosswalk	<ul style="list-style-type: none"><li>• A marked crosswalk alerts drivers to frequent crossing locations</li><li>• Often combined with other crossing improvements</li></ul>	\$10,000-\$20,000 per crossing	
Rapid Flashing Beacon	<ul style="list-style-type: none"><li>• Blinking lights that turn on when pedestrians or bicyclists push a button to cross the roadway</li><li>• Alerts drivers to pedestrians or bikes crossing the street</li></ul>	\$200,000-\$250,000 per crossing	
Pedestrian/Half Signal	<ul style="list-style-type: none"><li>• A signal that stops vehicle traffic on the busier streets to allow pedestrians to cross</li><li>• Note that complex intersections</li></ul>	\$900,000-\$1,000,000 per crossing	

## Unfunded Community Requests

- A list of unfunded community requests for safety improvements received through other SDOT programs including the Neighborhood Street Fund, Your Voice Your Choice, and Safe Routes to School





# How SDOT will Review Project Candidates

## After Councilmembers submit project candidates, SDOT will:

- Review project candidate feasibility based on City and federal standards, guidelines, and best practices
- Collect necessary data such as vehicle speeds and pedestrian and bike counts
- Identify potential risks and opportunities
- Develop cost estimates

## Reporting back:

- SDOT will share its review and cost estimates with each District Councilmember by May 1
- Councilmembers will have one month to consider SDOT's feedback and make final project selection by June 1



# How SDOT will Review Project Candidates

## Many factors go into determining project feasibility and cost:

- Street characteristics
  - Existing conditions
  - Local and federal standards and guidelines
  - Additional required work
  - Agency approval
- If a project candidate is determined to be infeasible or higher than anticipated cost, SDOT will work with Councilmembers to reduce scope or find an alternate solution to help address the issue.





# After Projects are Selected for Funding

- SDOT will start design for selected projects
- Construction will occur 1-2 years after project selection – simple projects may be completed sooner, and complex projects may take longer
- SDOT will provide ongoing updates to Councilmembers and community:
  - Quarterly updates on the progress of projects
  - Annual program update by September 30
  - Ongoing communication, such as updates on construction schedules



# Next Steps

- **Council action on Resolution 32179 and Council Bill 121058 to guide program and lift budget proviso**
- **SDOT to share program resources with Councilmembers:**
  - Project Idea Toolbox
  - List of Unfunded Community Requests
  - Project Request Form
- **Councilmembers to consider and submit project candidates by March 1, 2026**





# Questions?



## Legislation Text

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**File #:** CB 121058, **Version:** 1

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### CITY OF SEATTLE

#### ORDINANCE \_\_\_\_\_

#### COUNCIL BILL \_\_\_\_\_

AN ORDINANCE relating to the Seattle Department of Transportation; amending Ordinance 127156, which adopted the 2025 Budget, including the 2025-2030 Capital Improvement Program (CIP); renaming the Council District Fund CIP project to the District Project Fund CIP project; and lifting a proviso.

WHEREAS, in Ordinance 127156, adopting the 2025 Budget, the City Council established a new Council

District Fund and imposed a proviso prohibiting spending until authorized by future Council action; and

WHEREAS, the City Council is considering legislation to establish the operating principles and expectation of

the Council District Fund by resolution; and

WHEREAS, the City Council intends to lift the proviso on spending for the Council District Fund; and

WHEREAS, the City Council intends to rename the Council District Fund to the District Project Fund; NOW,

THEREFORE,

#### BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. The restrictions imposed by the following budget proviso are removed and they are no longer restrictions for any purpose, including those set forth in subsection 1.B of Ordinance 127156:

Item	Department	Council Budget Action	Proviso	Fund
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1.1	Seattle Department of Transportation	SDOT-003-A	"In addition to the restrictions imposed in Section 4(c) of the ordinance adopting a 2025 budget and any other restrictions imposed by law, none of the money appropriated in the 2025 budget for the Seattle Department of Transportation for the Council District Fund project, Project ID MC-TR-C155, in the 2025-2030 Capital Improvement Program may be spent until authorized by future Council action."	Transportation Fund (13000) and Transportation Levy Fund (10399)
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Section 2. The Council District Fund (MC-TR-C155) project in the Seattle Department of Transportation is amended, as shown in Attachment A to this ordinance, to rename the project to the District Project Fund.

Section 3. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2025, and signed by me in open session in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

President \_\_\_\_\_ of the City Council

Approved /      returned unsigned /      vetoed this \_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
Scheereen Dedman, City Clerk

(Seal)

Attachments:

Attachment A - District Project Fund (MC-TR-C155) CIP Page



Council District Fund District Project Fund

Project No:	MC-TR-C155	BSL Code:	BC-TR-19003
Project Type:	Ongoing	BSL Name:	Mobility-Capital
Project Category:	Improved Facility	Location:	Citywide
Current Project Stage:	N/A	Council District:	Multiple
Start/End Date:	N/A	Neighborhood District:	Multiple
Total Project Cost:	N/A	Urban Village:	Multiple

This program implements neighborhood-scale traffic safety improvements and other district transportation priorities at the direction of the City Council.

Resources	LTD Actuals	2024 Revised	2025	2026	2027	2028	2029	2030	Total
Street Use Fees	-	-	4,941	4,970	-	-	-	-	9,911
Transportation Funding Package - Lid Lift	-	-	2,038	2,038	-	-	-	-	4,076
Total:	-	-	6,979	7,008	-	-	-	-	13,987

Fund Appropriations / Allocations *	LTD Actuals	2024 Revised	2025	2026	2027	2028	2029	2030	Total
Transportation Levy Fund	-	-	2,038	2,038	-	-	-	-	4,076
Transportation Fund	-	-	4,941	4,970	-	-	-	-	9,911
Total:	-	-	6,979	7,008	-	-	-	-	13,987

Unsecured Funding	LTD Actuals	2024 Revised	2025	2026	2027	2028	2029	2030	Total
To Be Determined	-	-	-	-	7,000	7,000	7,000	7,000	28,000
Total:	-	-	-	-	7,000	7,000	7,000	7,000	28,000

Unsecured Funding Strategy: To be determined.

**O&M Impacts:** SDOT has individual project budgets for the maintenance of painted markings, signage, signals, bridges and roadway structures, urban forestry, and sidewalks and pavement; these budgets are constrained by the availability of transportation specific and general funds. The SDOT Asset Management website (<https://www.seattle.gov/transportation/about-sdot/asset-management>) provides unconstrained operational cost forecasting by asset type, typical lifecycle and average maintenance cost ranges.

\* Funds are appropriated through the Adopted Budget at the Budget Summary Level. All Amounts shown above are in thousands of dollars

## **SUMMARY and FISCAL NOTE**

<b>Department:</b>	<b>Dept. Contact:</b>	<b>CBO Contact:</b>
Legislative	Chow, x4-4652	n/a

### **1. BILL SUMMARY**

**Legislation Title:**

AN ORDINANCE relating to the Seattle Department of Transportation; amending Ordinance 127156, which adopted the 2025 Budget, including the 2025-2030 Capital Improvement Program (CIP); renaming the Council District Fund CIP project to the District Project Fund CIP project; and lifting a proviso.

**Summary and Background of the Legislation:**

This legislation removes the spending proviso on the Seattle Department of Transportation's (SDOT's) Council District Fund CIP project established in the 2025 Adopted Budget. The legislation would also rename the Council District Fund to the District Project Fund. A revised CIP page is attached to the legislation.

The City Council is considering separate legislation to adopt procedures for the City Council and SDOT to implement the Council District Fund/District Project Fund.

### **2. CAPITAL IMPROVEMENT PROGRAM**

**Does this legislation create, fund, or amend a CIP Project?** ☐ Yes ☒ No

<b>Project Name:</b>	<b>Master Project I.D.:</b>	<b>Project Location:</b>	<b>Start Date:</b>	<b>End Date:</b>	<b>Total Project Cost Through 2030:</b>

### **3. SUMMARY OF FINANCIAL IMPLICATIONS**

**Does this legislation have financial impacts to the City?** ☐ Yes ☒ No

<b>Expenditure Change (\$);</b>	<b>2025</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>	<b>2029 est.</b>
<b>General Fund</b>					
<b>Expenditure Change (\$);</b>	<b>2025</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>	<b>2029 est.</b>
<b>Other Funds</b>					

<b>Revenue Change (\$);</b>	<b>2025</b>	<b>2026 est.</b>	<b>2027 est.</b>	<b>2028 est.</b>	<b>2029 est.</b>
<b>General Fund</b>					

Revenue Change (\$); Other Funds	2025	2026 est.	2027 est.	2028 est.	2029 est.

Number of Positions	2025	2026 est.	2027 est.	2028 est.	2029 est.
Total FTE Change	2025	2026 est.	2027 est.	2028 est.	2029 est.

### 3.a. Appropriations

☐ This legislation adds, changes, or deletes appropriations.

Fund Name and Number	Dept	Budget Control Level Name/Number	2025 Appropriation Change	2026 Estimated Appropriation Change
TOTAL				

Appropriations Notes: None

### 3.b. Revenues/Reimbursements

☐ This legislation adds, changes, or deletes revenues or reimbursements.

Anticipated Revenue/Reimbursement Resulting from This Legislation:

Fund Name and Number	Dept	Revenue Source	2025 Revenue	2026 Estimated Revenue
TOTAL				

Revenue/Reimbursement Notes: None

### 3.c. Positions

☐ This legislation adds, changes, or deletes positions.

Total Regular Positions Created, Modified, or Abrogated through This Legislation,  
Including FTE Impact:

Position # for Existing Positions	Position Title & Department*	Fund Name & Number	Program & BCL	PT/FT	2025 Positions	2025 FTE	Does it sunset? (If yes, explain below in Position Notes)

Position # for Existing Positions	Position Title & Department*	Fund Name & Number	Program & BCL	PT/FT	2025 Positions	2025 FTE	Does it sunset? (If yes, explain below in Position Notes)
<b>TOTAL</b>							

\* List each position separately.

**Position Notes: None**

### 3.d. Other Impacts

**Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.**

This legislation authorizes SDOT to begin spending on this program.

**If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.**

This program will be managed by SDOT within the budget established by the Council.

**Please describe any financial costs or other impacts of *not* implementing the legislation.**

The program budget was established in SDOT's CIP. If the program is not implemented, appropriations would automatically carryforward unless reallocated or abandoned by future Council action.

**Please describe how this legislation may affect any City departments other than the originating department.**

This legislation authorizes SDOT to implement this program.

### 4. OTHER IMPLICATIONS

**a. Is a public hearing required for this legislation?**

No.

**b. Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?**

No.

**c. Does this legislation affect a piece of property?**

No.

**d. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**

- i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**

The program responds to district priorities identified by Councilmembers.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

None.

- iii. What is the Language Access Plan for any communications to the public?**

None.

**e. Climate Change Implications**

- i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

No impact anticipated.

- ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

No impact anticipated.

- f. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program's desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

This program is intended to meet Council district transportation priorities.

- g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

No.

**5. ATTACHMENTS**

**Summary Attachments:**

None.



## Legislation Text

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**File #:** Inf 2726, **Version:** 1

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SDOT Sidewalk Program: Repair and New Construction





# Sidewalk Safety Repair Program



# Sidewalk Safety Repair Program (SSRP)

- New Sidewalks Program
- Sidewalk Safety Repair Program
  - Sidewalk Condition Assessment & Audit
  - Property owner responsibilities
  - SSRP Project – Beacon Ave S
  - Repair Prioritization
  - Seattle Transportation Plan
- Sidewalk Maintenance/Urban Forestry
- Future of Program

# New Sidewalk Program

- 8 Neighborhood Walkshops Held in 2025
  - Pinehurst
  - Northgate
  - North Delridge
  - Westwood / South Delridge
  - Highland Park
  - Hillman City
  - South Park
  - Little Brook
- 2 More Planned this Fall
  - Cedar Park
  - Arbor Heights



North Delridge Walkshop March 2025



# New Sidewalk Program

- Anticipate construction of 40-50 blocks of new sidewalk by the end of 2025
- Nearly 70 blocks in design for construction as soon as 2026



New walkway on Corliss Ave N completed in July 2025

# SSRP Overview

- The Sidewalk Safety Repair Program (SSRP) oversees the maintenance of the City's existing sidewalks.
- The program's goal is to make sidewalks safe and accessible.
- The program is funded to repair sidewalks damaged by SDOT street trees or adjacent to City-owned property.
- We perform full sidewalk replacement (concrete or asphalt) and preventative maintenance (shims and bevels).





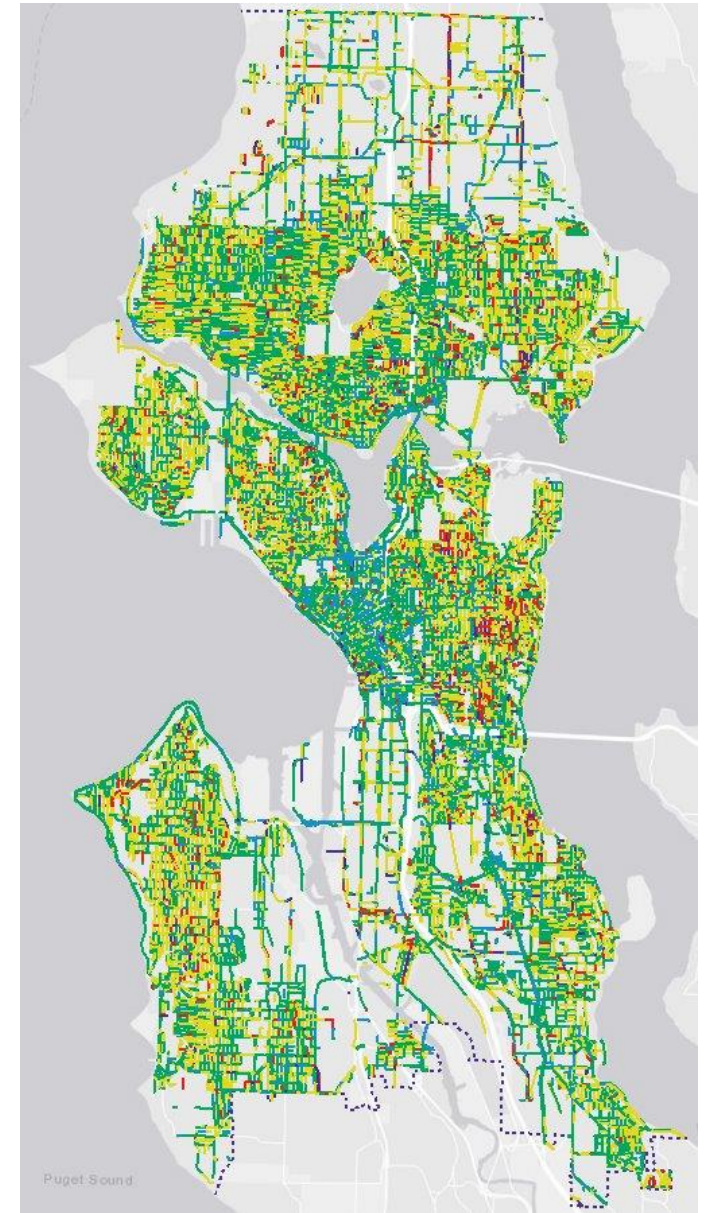
# Sidewalk Assessment

## Seattle's Sidewalk Network

- Over 34,000 blocks of sidewalk
- 2,300 miles of sidewalk

## 2017 Sidewalk Assessment Findings

- 92,000 uplifts
- 38,000 surface conditions
- 20,000 obstructions
- 3,600 isolated cross slopes



# Sidewalk Repair Policy Report and Audit

2020 Policy Report by UW Evans School of Public Policy & Governance

Key Recommendations:

- 1. Streamlined enforcement methods**
- 2. Explore the use of a Buy, Sell, Repair Ordinance**
- 3. Implement a sidewalk repair financing program**
- 4. Institute an income-based cost-sharing program**
- 5. Implement a 5-year sidewalk shim/bevel plan**
- 6. Simplify the permitting process**

# SSRP Program Staff & Supporting Groups

- 3 full-time SSRP staff
  - SSRP Program Manager + 2 associates
- 6 concrete crews
- 2 asphalt crews
- 4 street maintenance crews (asphalt sidewalk shims)
- Bevel contractor
- Capital project partnerships



Example of a beveled sidewalk in Belltown



# Property Owner Responsibilities

- Clear snow and ice from sidewalks
- Clear leaves and overgrown vegetation
- Make repairs to damaged sidewalks
- Enforcement method – notice letters

## VEGETATION REMOVAL FROM SIDEWALKS ADJACENT TO YOUR PROPERTY



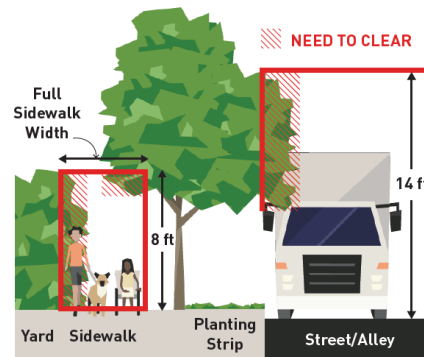
### Did you know?

The area between the curb and property line, including sidewalks, planting strip area and vegetation, is the maintenance responsibility of the adjacent property owner?

### It is the responsibility of the property owner to:

- Keep the sidewalk or pedestrian pathway clear from vegetation overgrowth.
- Prevent weeds, grass and shrubs from growing in and over sidewalk.
- Remove moss and rake leaves from sidewalk.
- Trim vegetation blocking streetlights, traffic signs and drivers' view at intersection.

Vegetation hanging over the sidewalk must be trimmed to a minimum clearance of 8 feet above the sidewalk grade and 14 feet above street surface - Permits are not required to remove limbs less than 2 inches in diameter.





# SSRP - Beacon Ave S



Beacon Ave S (before & after)



# SSRP - Beacon Ave S



Beacon Ave S (during & after)



SDOT is leading engineering and design solutions for mitigating tree roots and ADA compliance!



# Repair Prioritization

- Prioritization model
- Partnering with ADA ramp projects
- Leveraging opportunities with other capital projects (e.g. roadway paving)
- Geographic & social justice distribution
- Emergent repair needs or high complaint locations on a case-by-case basis



## MLK Jr Way Safety Project

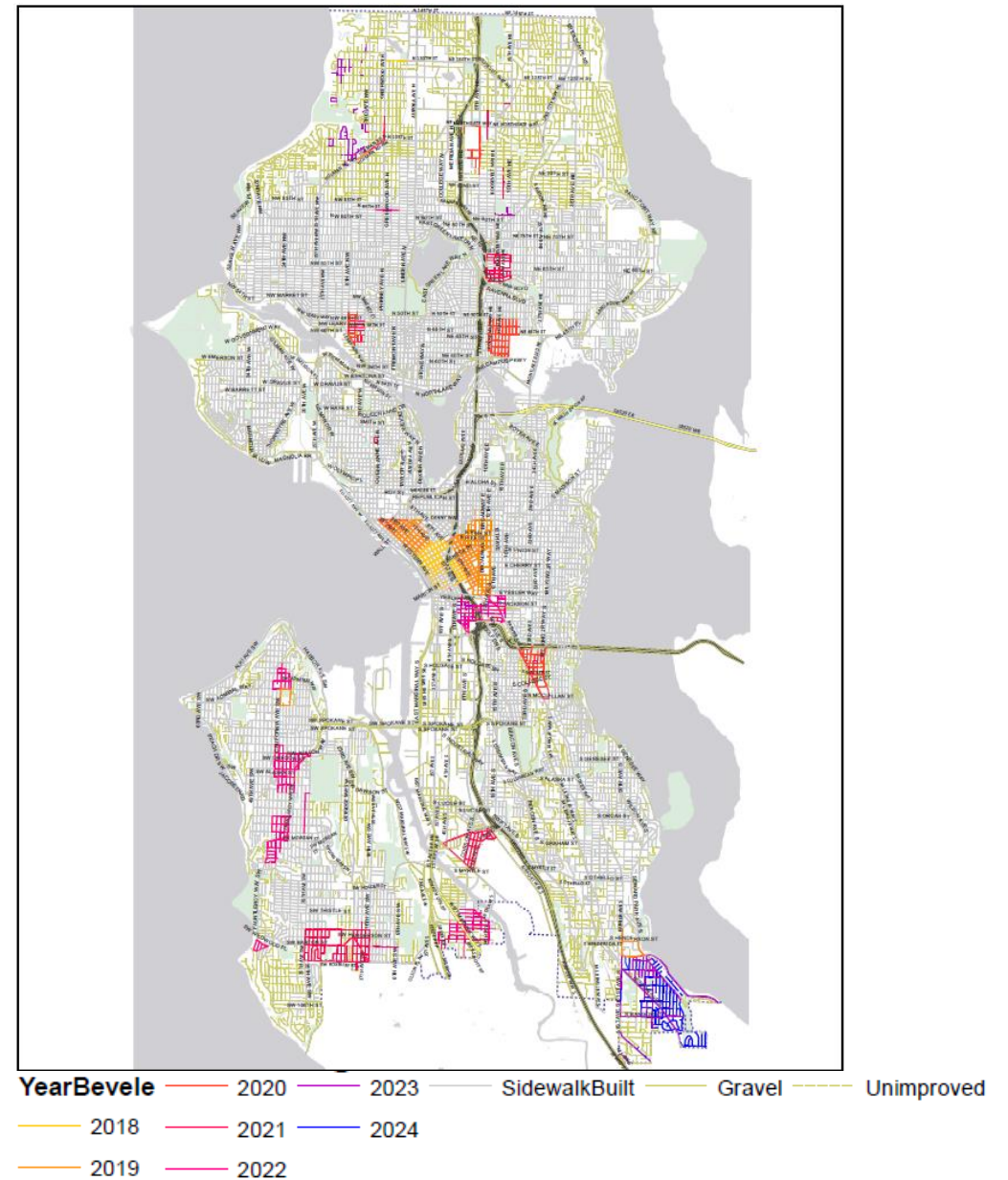


# Proactive Bevels

2020 - 2024 Beveling in grids



Beveled sidewalks on Fauntleroy Way SW



# SSRP & Seattle Transportation Levy

*Levy Legislation: 34,000 spot repairs over eight years*

## Targets:

- 4,250 sidewalk spot repairs per year with bevels and shims

## Backlog:

- Estimated **up to \$1.3 billion** needed to fully repair all sidewalks and remove obstacles
- \$5.9 billion: total replacement value of Seattle sidewalks

2025 accomplishments – 11,543 spot repairs, 21.7 block equivalent of sidewalk repair with \$8 million budget



# Sidewalk Safety Repair - Future of the Program

- Continued education to adjacent property owners
- Task force development
- Additional levy funding = larger repair projects
- Continued shim and beveling efforts
- Innovative solutions are the key!



# Right of Way Maintenance and Urban Forestry Division

- Installs temporary shims to address uplifts
- Provides technical support on tree management including root pruning
- Provides formal and informal landscape management to optimize pedestrian experience



# Questions?

[Brian.Dougherty@seattle.gov](mailto:Brian.Dougherty@seattle.gov) | 206-379-2913

[Jinny.Green@seattle.gov](mailto:Jinny.Green@seattle.gov) | (206) 679-0169

[Darren.Morgan@seattle.gov](mailto:Darren.Morgan@seattle.gov) | (206) 604-0095

[Elsa.Tibbits@seattle.gov](mailto:Elsa.Tibbits@seattle.gov) | (206) 445-8597

[www.seattle.gov/transportation/sidewalk-repair](http://www.seattle.gov/transportation/sidewalk-repair)

[www.seattle.gov/transportation](http://www.seattle.gov/transportation)







## Legislation Text

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**File #:** CB 121040, **Version:** 1

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### CITY OF SEATTLE

### ORDINANCE \_\_\_\_\_

### COUNCIL BILL \_\_\_\_\_

AN ORDINANCE relating to new vehicle types and curb allowances for e-cargo bicycle delivery; establishing a new vehicle type for e-cargo bikes; establishing rules for operations, parking, and loading for e-cargo bicycle delivery; clarifying new curb allowances for e-cargo bike delivery; and adding new Sections 11.23.430 and 11.44.300 to, and amending Sections 11.14.055, 11.23.120, 11.31.121, and 11.76.015 of, the Seattle Municipal Code.

WHEREAS, in 2021, the City Council adopted Ordinance 126517, which integrated vehicle definitions for bicycles and electric-assisted bicycles, distinguishing the two types as independent operating use cases and specifying vehicle requirements, and clarified bicycle rules when riding on roadways; and

WHEREAS, the Seattle Department of Transportation, in partnership with the Office of Sustainability and Environment, Seattle City Light, and other departments is focused on addressing the climate crisis through the Transportation Electrification Blueprint and 2022 and 2025 Climate Executive Orders, including working with private-sector partners and others to explore ways to incentivize zero-emissions freight options at the curb, including support for new e-cargo bike freight delivery programs; and

WHEREAS, the Seattle Department of Transportation recently completed a Zero Emission Freight Project with C40, a global network of mayors working to confront the climate crisis, demonstrating community interest in e-cargo bike programming from businesses and freight partners and proven success in other municipalities; and

WHEREAS, Seattle Municipal Code Title 11 does not include a designated bicycle type for the delivery of goods and services, though delivery activity via bicycle and electric-assisted bicycle is rapidly growing in Seattle and there is a need to clarify approved standards for electric-cargo bicycles and outline rules

of operation to ensure safety of riders and other users of the public right of way; NOW, THEREFORE,  
**BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:**

Section 1. Section 11.14.055 of the Seattle Municipal Code, last amended by Ordinance 126517, is amended as follows:

**11.14.055 Bicycle and electric-assisted bicycle**

A. "Bicycle" means every device propelled solely by human power, or an electric-assisted bicycle, upon which a person or persons may ride, having two tandem wheels either of which is 16 inches or more in diameter, or three wheels, any one of which is 20 inches or more in diameter.

B. "Electric-assisted bicycle" means a bicycle with two or three wheels, a saddle, fully operative pedals for human propulsion, and an electric motor. The electric-assisted bicycle's electric motor shall have a power output of no more than 750 watts. The electric-assisted bicycle must meet the requirements of one of the following ~~((three))~~ four classifications:

1. "Class 1 electric-assisted bicycle" means an electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 miles per hour;

2. "Class 2 electric-assisted bicycle" means an electric-assisted bicycle in which the motor may be used exclusively to propel the bicycle and is not capable of providing assistance when the bicycle reaches the speed of 20 miles per hour; ~~((or))~~

3. "Class 3 electric-assisted bicycle" means an electric-assisted bicycle in which the motor provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 28 miles per hour and is equipped with a speedometer~~((-))~~ ; or

4. "Electric-assisted commercial cargo bicycle" (e-cargo bicycle or e-cargo bike) means an electric-assisted bicycle with fully operable pedals and an electric motor with a maximum continuous rated power of less than or equal to 750 watts, designed for the distribution of commercial freight, goods, parcels,

food, or services, and that has two, three, or four wheels.

Section 2. A new Section 11.23.430 is added to the Seattle Municipal Code as follows:

**11.23.430 E-cargo bicycle permit requirements and fees**

A. To operate a permitted e-cargo bicycle on City rights-of-way and lawfully utilize the portions of the right of way specified in subsection 11.44.300.A not otherwise allowed by unpermitted e-cargo bicycles, the permittee shall meet the requirements in this subsection 11.23.430.A and comply with the terms in this Section 11.23.430.

1. The applicant shall obtain a commercial e-cargo bicycle permit for each e-cargo bicycle and pay any associated fees to the Seattle Department of Transportation.
2. Permitted e-cargo bicycles may be no wider than 48 inches.
3. Permitted e-cargo bicycles must comply with the manufacturer's weight rating specifications.
4. Each permitted e-cargo bicycle shall display a unique identification number up to six digits, generated by the Seattle Department of Transportation when permit applications are processed. The number will be associated with the operating business and the unique number for each permitted bicycle. If the e-cargo bicycle includes a trailer, the unique identification number shall be affixed to the back of the trailer.
5. The permittee shall comply with the terms of the commercial e-cargo bicycle permit.
6. When using on-street parking within City rights-of-way as referenced in Section 11.44.300, the permittee shall comply with all applicable federal, state, county, and City laws and regulations.

B. The permittee must possess a valid City of Seattle business license to acquire a commercial e-cargo bicycle permit, except if not required by ordinance. The permittee is required to provide data surrounding number of packages delivered by cargo bike, vehicle miles traveled by cargo bike, and operating ZIP codes.

C. The Director of Transportation may administer a system for issuing commercial e-cargo bicycle permits and collecting fees. This system may include consideration of potential effects on existing curb space loading, vehicle and bicycle traffic usage and safety effects on neighborhood business districts, program



participation, and other considerations that may affect the public's use of the right-of-way and travel behavior.

D. The Director of Transportation may deny issuance of subsequent permits to a permittee for noncompliance with any permit condition.

E. E-cargo bicycles shall not park in the following zones or areas:

1. Zones designated as bus zones;
2. Car share vehicle zones;
3. Commercial vehicle load zones;
4. Pedestrian zones;
5. Roadway construction zones;
6. School loading zones;
7. Taxicab, pedicab, and other for-hire car stands;
8. Tow-away zones;
9. Truck load zones;
10. Passenger load zones
11. Vending zones;
12. Parking areas adjacent to Temporary No Parking Zones;
13. Zones temporarily restricted from parking by legally marked and placed temporary traffic

control devices; and

14. Any other zone prohibited by the Traffic Engineer.

F. E-cargo bicycles shall not park in a parking space or stall reserved for a person with a disability.

G. The Director of Transportation may establish permit conditions and limitations to address neighborhood impacts, business district impacts, equitable access, peak right-of-way usage, or other considerations that may affect the public's use of the public right-of-way.

H. An e-cargo bicycle permit shall be valid for one calendar year, and permits are nontransferable

between bikes. Seattle Department of Transportation permitting fees shall be waived for commercial e-cargo bicycle permits for the first six months of the active program. Following the first six months, the Director of Transportation shall collect a fee to be deposited into the Transportation Fund and established annually by a fee schedule for each permit issued to an applicant.

Section 3. Section 11.23.120 of the Seattle Municipal Code, last amended by Ordinance 127102, is amended as follows:

### **11.23.120 Truck and parking permit fees**

The fees to be collected annually by the Seattle Department of Transportation for trucking and parking permits are as follows:

Type of Permit	Fee
Commercial E-cargo Bicycle Permit	\$100 per bike
* * *	

Section 4. Section 11.31.121 of the Seattle Municipal Code, last amended by Ordinance 127213, is amended as follows:

### **11.31.121 Monetary penalties-Parking infractions**

The base monetary penalty for violation of each of the numbered provisions of the Seattle Municipal Code listed in the following table is as shown, unless and until the penalty shown below for a particular parking infraction is modified by Local Rule of the Seattle Municipal Court adopted pursuant to the Infraction Rules for Courts of Limited Jurisdiction (“IRLJ”) or successor rules to the IRLJ:

Municipal Code Reference	Parking infraction short description	Base penalty amount
* * *		
11.23.415	CARPOOL PERMIT	\$69
<u>11.23.430</u>	<u>E-CARGO BICYCLE</u>	<u>\$69</u>
	* * *	

Section 5. A new Section 11.44.300 is added to the Seattle Municipal Code as follows:

**11.44.300 E-cargo bicycle regulations**

A. E-cargo bicycles may park at the curb in load/unload zones, paid parking areas, restricted parking zones, time limited parking areas, any unrestricted parking areas (subject otherwise to the parking restrictions listed in Section 11.23.430), on-street bike corrals, or spaces signed to allow e-cargo bike parking, and shall be permitted by the Director of Transportation to use the parking zones listed in this subsection 11.44.300.A. E-cargo bicycles are not subject to payment at parking payment devices in listed zones as long as permits are properly displayed.

B. E-cargo bicycle riding on the sidewalk is unlawful unless there is no alternative to travel over a sidewalk as part of a bicycle or pedestrian path.

C. E-cargo bicycles may travel in the roadway and protected bicycle lanes at a maximum speed of 15 miles per hour. The motor must not assist pedaling above 15 miles per hour.

D. E-cargo bicycles may park in the furniture zone of the sidewalk if no viable permitted on-street parking space is available.

E. E-cargo bicycles are subject to all other electric-assisted bicycle rules in this Chapter 11.44.

Section 6. Section 11.76.015 of the Seattle Municipal Code, last amended by Ordinance 126399, is amended as follows:

**11.76.015 Parking violations on blockfaces, or portions thereof, requiring payment to park**

A. No person shall stop, stand, or permit a vehicle within the person's control to be parked on any blockface, or portions thereof, controlled by pay-to-park signage without properly making payment for parking under Section 11.76.005.

B. The prohibitions in this Section 11.76.015 shall not apply to:

1. The act of parking;

2. The necessary time required to activate the time on a parking payment device;

3. As indicated by signposting, the parking of a vehicle in a restricted parking zone in accordance with Section 11.16.315, or of certified carpool vehicles in accordance with Section 11.23.410, or of free-floating car sharing vehicles in accordance with Section 11.23.160, or of permitted e-cargo bicycles in accordance with Section 11.44.300.

\* \* \*

Section 7. This ordinance shall take effect as provided by Seattle Municipal Code Sections 1.04.020 and 1.04.070.

Passed by the City Council the \_\_\_\_\_ day of \_\_\_\_\_, 2025, and signed by me in open session in authentication of its passage this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_  
President \_\_\_\_\_ of the City Council

Approved /    returned unsigned /    vetoed this \_\_\_\_ day of \_\_\_\_\_, 2025.

Bruce A. Harrell, Mayor

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 2025.

\_\_\_\_\_

Scheereen Dedman, City Clerk

(Seal)

## SUMMARY and FISCAL NOTE

Department:	Dept. Contact:	CBO Contact:
SDOT	Katherine Rice	Aaron Blumenthal

### 1. BILL SUMMARY

**Legislation Title:** AN ORDINANCE relating to new vehicle types and curb allowances for e-cargo bicycle delivery; establishing a new vehicle type for e-cargo bikes; establishing rules for operations, parking, and loading for e-cargo bicycle delivery; clarifying new curb allowances for e-cargo bike delivery; and adding new Sections 11.23.430 and 11.44.300 to, and amending Sections 11.14.055, 11.23.120, 11.31.121, and 11.76.015 of, the Seattle Municipal Code.

**Summary and Background of the Legislation:** The Seattle Department of Transportation (SDOT), in partnership with the Office of Sustainability and Environment, Seattle City Light, and other departments is focused on addressing the climate crisis through the Transportation Electrification Blueprint and 2022 and 2025 Climate Executive Orders, working with private-sector partners and others to explore ways to incentivize zero-emissions freight options at the curb, including support for new e-cargo bike freight delivery. SDOT recently completed a Zero Emission Freight Project with C40, a global network of mayors (including Seattle's) working to confront the climate crisis, demonstrating community interest in e-cargo bike programming from businesses and freight partners and proven success in other municipalities. The Seattle Municipal Code does not currently include a designated bicycle type for the delivery of commercial goods and services, though delivery activity via bicycle and electric-assisted bicycle is growing in Seattle and there is a need to clarify approved standards for commercial electric-cargo bicycles and outline rules of operation to ensure safety of riders and other drivers.

### 2. CAPITAL IMPROVEMENT PROGRAM

Does this legislation create, fund, or amend a CIP Project? ☐ Yes ☒ No

### 3. SUMMARY OF FINANCIAL IMPLICATIONS

Does this legislation have financial impacts to the City? ☒ Yes ☐ No

Expenditure Change (\$); General Fund	2025	2026 est.	2027 est.	2028 est.	2029 est.
Expenditure Change (\$); Other Funds	2025	2026 est.	2027 est.	2028 est.	2029 est.
	\$30,000	\$30,000	\$30,000	\$30,000	\$30,000

Revenue Change (\$); General Fund	2025	2026 est.	2027 est.	2028 est.	2029 est.



Revenue Change (\$); Other Funds	2025	2026 est.	2027 est.	2028 est.	2029 est.
	-	\$20,000	\$30,000	\$50,000	\$50,000

Number of Positions	2025	2026 est.	2027 est.	2028 est.	2029 est.
	0	0	0	0	0
Total FTE Change	2025	2026 est.	2027 est.	2028 est.	2029 est.
	0	0	0	0	0

### 3.a. Appropriations

☐ This legislation adds, changes, or deletes appropriations.

Fund Name and Number	Dept	Budget Control Level Name/Number	2025 Appropriation Change	2026 Estimated Appropriation Change
Transportation Fund (Fund 13000)	SDOT	Mobility Operations/BO-TR- 17003	-	-
<b>TOTAL</b>			-	-

**Appropriations Notes:** No permit fee will be charged for the first six months of the program to operate commercial e-cargo bikes. This is in part due to the time it will take to get the permit system established. We estimate in the first year (2025/2026) that around 100 bikes are expected to be permitted in the program, based on a per bike permit allotment and interest from local businesses. By 2027, we are estimating growth to 200 bikes, 300 bikes by 2028, and 500 by 2030 and out years. This seems a cautious growth pattern compared to other cities. We expect the program to grow year by year, as more businesses are engaged and join the program.

### 3.b. Revenues/Reimbursements

☐ This legislation adds, changes, or deletes revenues or reimbursements.

**Anticipated Revenue/Reimbursement Resulting from This Legislation:** Future permit revenue anticipated to be directed to SDOT.

Fund Name and Number	Dept	Revenue Source	2025 Revenue	2026 Estimated Revenue
Transportation Fund (Fund 13000)	SDOT	TBD	-	-
<b>TOTAL</b>			-	-

### 3.d. Other Impacts

**Does the legislation have other financial impacts to The City of Seattle, including direct or indirect, one-time or ongoing costs, that are not included in Sections 3.a through 3.c? If so, please describe these financial impacts.**

None.

**If the legislation has costs, but they can be absorbed within existing operations, please describe how those costs can be absorbed. The description should clearly describe if the absorbed costs are achievable because the department had excess resources within their existing budget or if by absorbing these costs the department is deprioritizing other work that would have used these resources.**

This legislation does not propose to change SDOT appropriations amounts. The relatively minimal first year costs will be absorbed by SDOT within its existing budget authority in the Transportation Fund Mobility Operations Budget Control Level, prior to permit fee revenue generation that would be available to cover program costs.

**Please describe any financial costs or other impacts of *not* implementing the legislation.**

Not implementing this legislation could slow Seattle's ability to meet its climate goal of 30% zero emissions delivery by 2030, by limiting the effective use of one of the potential tools identified in the C40 report to help transition urban goods delivery to zero emissions. This legislation makes more efficient the mechanism for cargo bikes to legally park in curbs spaces in downtown and other dense business districts. This legislation, with commercial e-bikes potentially using paid parking spaces, is anticipated to have minimal impact on paid parking revenues given the bikes' size and maneuverability to fit amongst motor vehicles, in addition to their very short duration at the curb per trip to pick up or drop off deliveries.

**Please describe how this legislation may affect any City departments other than the originating department.**

This legislation supports city climate goals shared by the Office of Sustainability and Environment (OSE) and Seattle City Light (SCL). Successful implementation of this legislation will allow for further expansion of zero emission transportation options, creating new programmatic opportunities for SDOT, OSE, and SCL and support our business and freight community in the transition to zero emission delivery.

## 4. OTHER IMPLICATIONS

**a. Is a public hearing required for this legislation?**

No

**b. Is publication of notice with The Daily Journal of Commerce and/or The Seattle Times required for this legislation?**

No

**c. Does this legislation affect a piece of property?**

No

**d. Please describe any perceived implication for the principles of the Race and Social Justice Initiative.**

- i. How does this legislation impact vulnerable or historically disadvantaged communities? How did you arrive at this conclusion? In your response please consider impacts within City government (employees, internal programs) as well as in the broader community.**

This legislation allows for commercial e-cargo bikes to deliver food and other goods/services to residential areas and between businesses. This legislation does not impact vulnerable or historically disadvantaged communities, and SDOT plans to provide outreach and educational materials to small and medium-sized businesses interested in switching to zero emission options for delivery.

For general public communications, SDOT will work with our Communications staff and the Office of Economic Development to ensure we are reaching broadly to business communities around the city. Outreach materials will be translated into multiple languages as outreach plans require.

- ii. Please attach any Racial Equity Toolkits or other racial equity analyses in the development and/or assessment of the legislation.**

This program has the potential to positively impact disadvantaged communities, in assisting BIPOC and low-income residents with more options for delivery transportation that are zero emission. Also, as most freight delivery pathways pass through our Justice 40 communities, moving more freight to zero emission modes may improve air quality and lower pollution in adjacent communities.

- iii. What is the Language Access Plan for any communications to the public?**

We follow SDOT Communication rules and approach for community outreach and engagement.

**e. Climate Change Implications**

- i. Emissions: How is this legislation likely to increase or decrease carbon emissions in a material way? Please attach any studies or other materials that were used to inform this response.**

This legislation is intended to decrease carbon emissions from freight transportation to the extent that bicycle trips replace internal combustion engine powered vehicles, according to our recently completed [Zero Emission Freight Grant Project](#).

- ii. Resiliency: Will the action(s) proposed by this legislation increase or decrease Seattle's resiliency (or ability to adapt) to climate change in a material way? If so, explain. If it is likely to decrease resiliency in a material way, describe what will or could be done to mitigate the effects.**

This legislation will help increase Seattle's resiliency to climate change by expanding zero emission delivery options for freight partners and businesses.

- f. If this legislation includes a new initiative or a major programmatic expansion: What are the specific long-term and measurable goal(s) of the program? How will this legislation help achieve the program’s desired goal(s)? What mechanisms will be used to measure progress towards meeting those goals?**

This legislation will support a new permit in SDOT for commercial e-cargo bikes, by permitting e-cargo bike usage and parking at the curb, as well as instituting a business liaison approach to ensure our freight partners and local businesses are supported in the transition to zero emission delivery. The goals of the commercial e-cargo bike program include:

- Support City strategic plans and decarbonization goals, including the Transportation Electrification Blueprint (TEB), 2022 Climate Executive Order, Freight Master Plan, Seattle Transportation Plan, and Curbside Management Climate Plan.
- Build lasting partnerships with the Seattle business community, including both large freight entities and small and medium-sized businesses.
- Reduce emissions from freight activity and contribute to TEB goal of 30% zero emission delivery by 2030.

Provide education and training on delivery options that encourage businesses to ‘right size and then electrify’ fleet resources.

- g. Does this legislation create a non-utility CIP project that involves a shared financial commitment with a non-City partner agency or organization?**

No.

## 5. ATTACHMENTS

**Summary Attachments:** None.



# Commercial E-Cargo Bike Legislation and Program

Council Transportation Committee

September 2, 2025



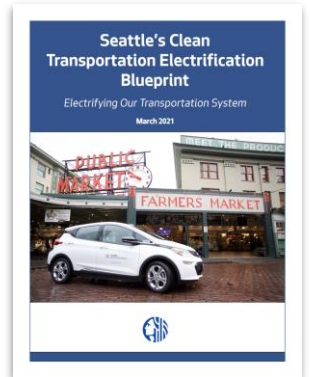
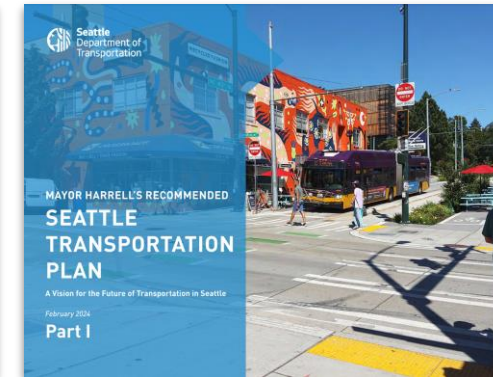
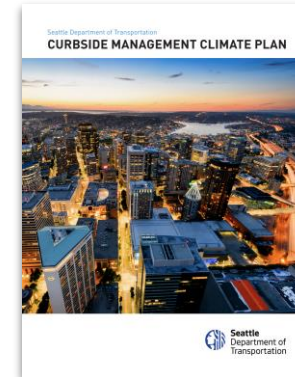
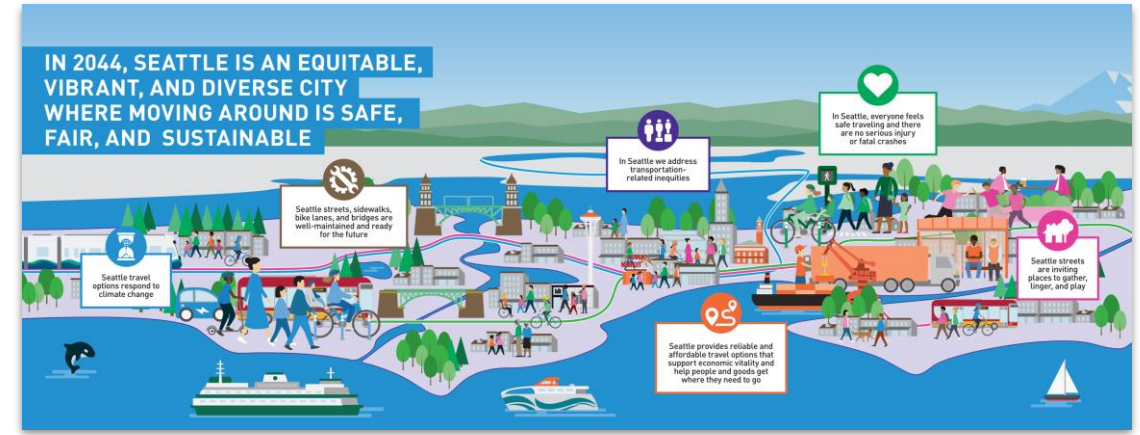
# Presentation Outline

- Connection to citywide goals
- Draft legislation and permit overview
- Partnership opportunities
- Next steps



# Establishing Commercial E-Cargo Bike program supports achieving zero-emission delivery targets + advancing City climate agenda - aligns with

- Priorities in 2022 and 2025 Climate Executive Orders
- SDOT Climate Change Response Framework strategy and tool in Low Pollution Neighborhoods



THE TRANSPORTATION  
ELECTRIFICATION BLUEPRINT  
**30%** zero-emission  
delivery by 2030

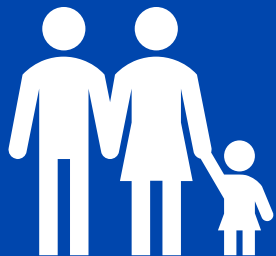


# Why E-Cargo Bikes?



Decrease emissions and enable growth of zero emission freight modes

Decrease congestion from commercial vehicle circling and traffic



Create safer streets and support our Vision Zero goals

Opportunity to build partnerships with Seattle business community



# What will this program address?



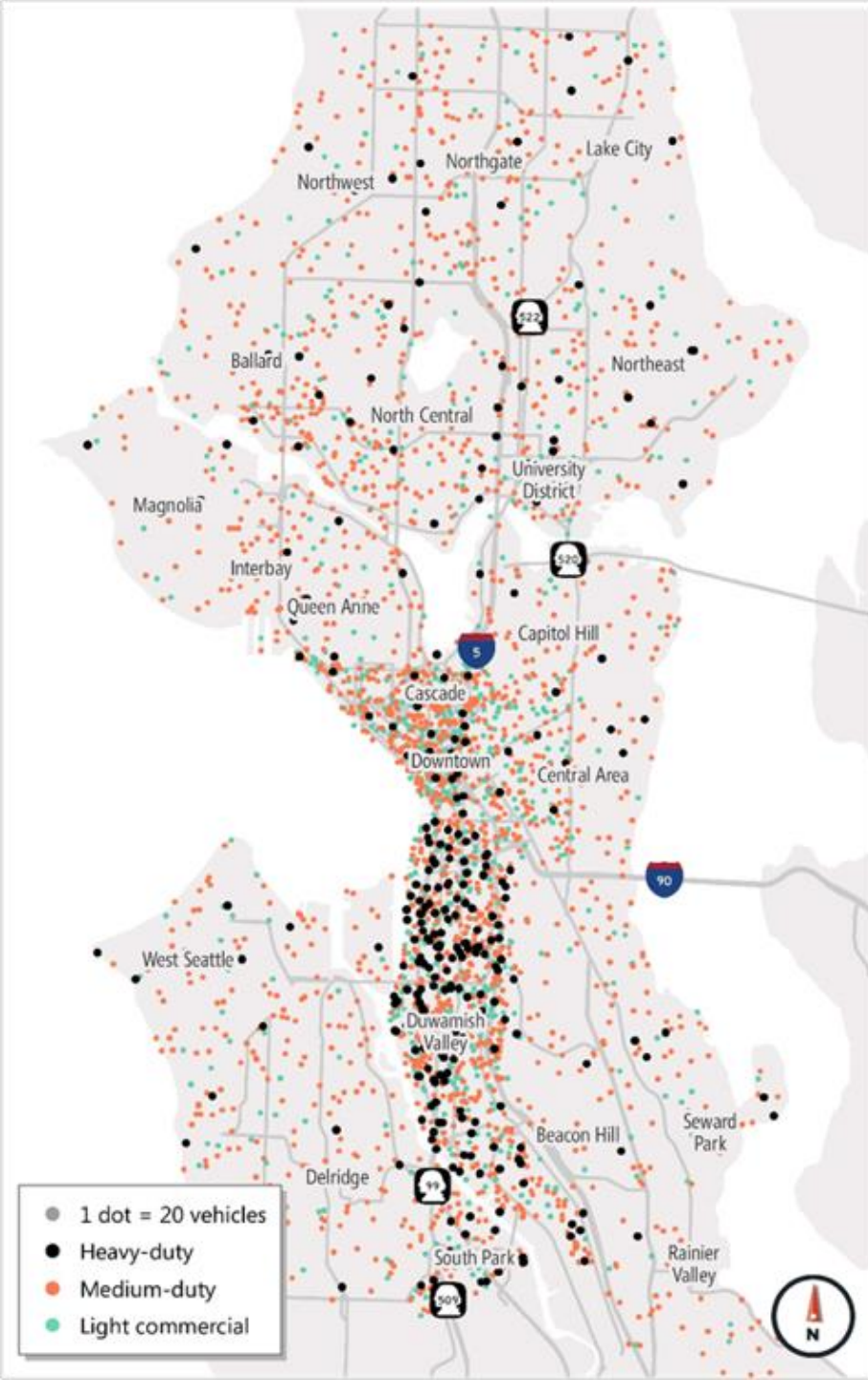
- Delivery activity continues to grow in Seattle
- Businesses and freight partners are interested in using e-cargo bikes



- E-cargo bikes offer efficiency and cost benefits for operating businesses
- Potential to improve curb management experience



- Provides legal framework to guide and encourage interested delivery operators



## PROPOSED LEGISLATION

# E-Cargo Bike Program - Key Elements

SDOT's proposed legislation takes three actions to help catalyze the City's commercial e-cargo bike ecosystem



Establish a legal  
**vehicle definition**



Open up **curbside access**



Create a formal  
**permit structure**

# Establishing e-cargo bike form factors

Legislation will set a definition for e-cargo bikes while keeping things flexible for continued vehicle innovation

Vehicle definition informed by peer city collaboration among New York City, Washington D.C., and Boston

## PROPOSED VEHICLE DEFINITION



### Format & Dimensions

- Two, three, or four wheels
- MAX bike width: 48" (no max length)

### Powertrain

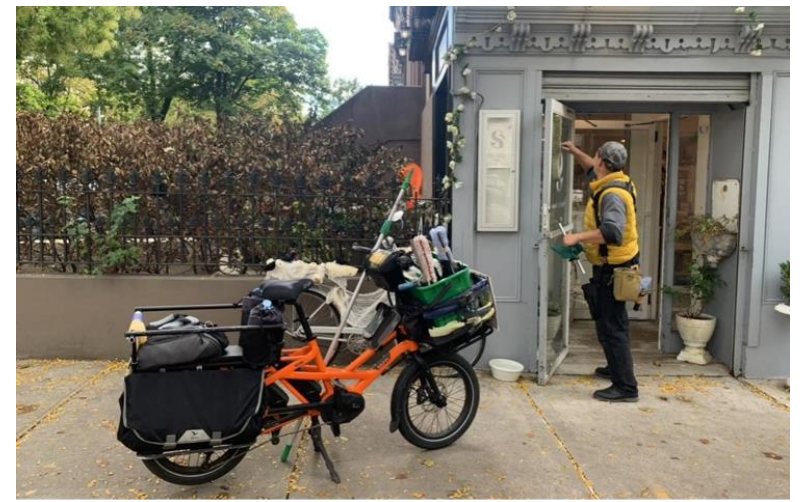
- Operable pedals
- Electric assistance or electric drive
- MAX power output: 750 watts

### Operating Parameters

- Can operate in roadway or bike lane
- MAX speed: 15 MPH



# Examples



# Expanding curb access for e-cargo bikes

Quick access to the curb is essential for keeping e-cargo bikes moving while avoiding conflicts with other road users

Permitted e-cargo bikes would be able to park and load along curbspace in business/residential areas

PROPOSED CURB ZONE  
ACCESS



**With a valid permit, Commercial E-cargo Bikes can load without additional cost in:**

- Time limit signs and most load zones
- Paid parking areas
- Restricted Parking Zones (RPZs)
- Unrestricted parking areas



# Streamlined permit program

Permits available through SDOT's Traffic Permit Counter

Permitted businesses will be required to provide quarterly data:

- Packages delivered
- Vehicle Miles Traveled
- Zip code specific operation areas served by e-cargo bikes

## PROPOSED PERMIT QUALIFICATIONS



### Permittees must:

- Have valid Seattle business license
- Place permit plate on back of bike/trailer displaying unique permit #
- Pay fee of \$100/bike starting after 6 months

### Permit will provide SDOT:

- Data from participating companies
- Coverage of some administrative program costs

## OPPORTUNITIES

### Stakeholders are ready to work with SDOT and move forward with e-cargo bike programming

- Working with SDOT Safety Team to develop e-cargo bike program for incident response
- Ready to uplift local ambassadors and early adopters such as:
  - Large freight partners
  - Small logistic businesses
- Reducing adoption barriers for small and medium-sized businesses - SDOT exploring e-cargo bike lending library concepts



# What's Next?

Timeline	Task
Now	Transportation Committee review and adoption of <u><a href="#">Commercial E-cargo Bike Legislation</a></u>
Now-October	Accela permitting development
Fall 2025	Outreach and engagement with partners to confirm participating businesses
Q4 2025	Launch program (pending legislation)



# Thank you!

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**Seattle**  
Department of  
Transportation



# Questions?

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2022 - 2025

# Path of Program Development

Two Zero Emission Freight grants from C40 Cities supported program design and launch campaign creation.

Peer city and freight operator interviews conducted to learn where pilots have been successful and incorporate learnings.

Outreach conducted to local Seattle business community to gain support and inform program design.

