



West Seattle Junction Curbspace Review - Frequently Asked Questions

The recommendations SDOT shared are a draft. SDOT wants to hear from businesses, residents, and visitors before making a final plan. Any changes would be installed in 2027.

What changes is SDOT recommending?

We are recommending adding 2-hour paid parking on the busiest blocks in the West Seattle Junction and Triangle. Some other blocks would keep free, 2-hour parking, with the free 2 hour time limits extended from 6pm to 8 pm.

We also recommend more load zones for deliveries, takeout, quick stops, and passenger pick-ups and drop-offs; clearer sightlines at intersections to improve safety, and more bike and scooter parking.

Why is SDOT recommending paid parking now?

SDOT last made changes to on-street parking in the Junction in 2019. Since then, this busy business district has added homes, shops, restaurants, and outdoor dining, and delivery activity has grown. Travel patterns and habits have also changed since then. More people now need access to the same limited curbspace.

On the busiest blocks, parking in the Junction is often so full that customers and visitors cannot reliably find a space near their destination. Paid parking helps spaces turn over throughout the day, giving more people a chance to park near local businesses. It also reduce the time drivers spend circling for a spot, calming traffic and making the business district feel safer and welcoming.

What information did SDOT use to develop the draft plan?

We used our parking study data and the feedback we heard from businesses, residents, and visitors to develop the draft plan. In April 2026, we studied parking and did an intercept survey of more than 550 people visiting the Junction. Our parking study showed that spaces are very full, making parking hard to find. Our data also shows that demand for parking in the Junction has grown.

In summer 2026, we talked with the community through several outreach efforts. We heard from businesses, residents, and visitors through surveys, tabling at community events, mailers, and conversations. What we heard from the community matched the data:

- 75% of businesses said customer parking is difficult, and 82% said they hear customers often complain about parking.
- 57% of businesses said loading is difficult for deliveries and service vehicles.
- 62% of residents and visitors said convenient parking was difficult to find or gave a neutral response when asked if it was easy to find.
- Many shared that they regularly need to circle the neighborhood looking for parking and shared comments about the need for calming traffic for everyone in this busy area.

Why use paid parking instead of keeping free 2-hour parking?

A 2-hour, free limit helps manage how long one car can stay, but in a busy area like the Junction, those free parking spaces fill up quickly because many people are trying to park at the same time. Additionally, people stay longer than the posted time limits. Paid parking is our best tool to manage parking demand in areas that are busy like the Junction. We adjust rates several times per year based on how full the spaces are, with the goal of keeping 1-2 spaces open per block. Our goal is to manage parking to increase turnover, so parking is more reliably available when and where people need it. In neighborhood business districts like the Junction where on-street parking demand is very high, paid parking is the most effective way to manage parking, support the business district, and help customers who drive reach their destinations.

Where would paid parking be added?

SDOT is recommended adding 2-hour paid parking from 8am to 8pm, Monday-Saturday on the below blocks. Unless noted, the recommendation to add paid parking is for both sides of the street:

- California Ave SW between SW Dakota St and SW Edmunds St
- 42nd Ave SW between SW Oregon St and SW Edmunds St
- 44th Ave SW between SW Oregon St and SW Edmunds St
- SW Genesee St between California Ave SW and 42nd Ave SW
- SW Oregon St between 44th Ave SW and 42nd Ave SW
- SW Alaska St between California Ave SW and 42nd Ave SW, **south side only**
- Fauntleroy Way SW between SW Alaska St and SW Edmunds St
- SW Edmunds St between Fauntleroy Way SW and 40th Ave SW

When would people have to pay for parking, and how much would it cost?

On the proposed paid blocks, drivers would pay Monday through Saturday, from 8am to 8 pm. Parking would be free between 8pm and 8am, on Sundays, and on City holidays. People can pay by card, coin, or phone. Mobily payment users can add more time as needed on their phones. Paid spaces would have a 2-hour limits. Parking time can be purchased in 15-minute increments. The below lists the proposed parking rates for streets with paid parking in the Junction:

Time	Proposed Parking Rate
Morning: 8am-11 am	\$1 per hour
Afternoon: 11 am–5pm	\$4 per hour
Evening: 5pm–8 pm	\$4 per hour

These are proposed starting rates. After installation, SDOT will check how full parking is and adjust rates if needed 2-3 times per year. Rates may go up when parking is consistently too full or down when many spaces are open. If parking occupancy is on target, rates will stay the same. SDOT reviews and adjusts

rates citywide to manage parking with the goal of keeping 1-2 spaces open on each block. Rates are adjusted by 50 cents if parking occupancy is too high or too low.

Will there still be free parking?

Yes. Not all parking in and around the Junction would become paid. The following street would remain free with a 2-hour limit, and the free time-limited hours would extend to 8 pm:

- California Ave SW between SW Edmunds St/Erskine Way SW and SW Hudson St
- 40th Ave SW between SW Alaska St and SW Edmunds St
- 41st Ave SW between SW Alaska St and SW Edmunds St

How would these changes help customers and businesses?

When spaces turn over more often, more customers can find a spot when they need one. The draft plan also responds to what businesses told us they need: better parking turnover, less customers circling and complaining about parking, reliable space for deliveries, convenient spaces for short stops. Our recommended changes support the Junction's by responding to what businesses told us they need: easier to find customer parking and less circling, better spaces for deliveries, and spaces for takeout activity and quick stops by customers. Overall, these changes will make it easier for customers to visit shops, restaurants, and businesses in the Junction.

Where would employees park if they need to stay longer than two hours?

The proposed paid parking is meant to make spaces in the Junction available for customers and visitors. When employees park in front of businesses, those spaces stay full for long periods, making it more challenging for customers to find parking – and that hurts businesses.

To improve customer access, we are proposing paid parking on busy streets with destinations on them. Employees who need longer-term parking should look for parking spaces outside of the paid parking area and follow posted parking regulations. There are also off-street parking options in the Junction that employees can use. Employers can also explore [ORCA Business Programs](#), which offer transit passes for employees. SDOT is talking with business to learn how the recommendations may affect employees and encouraging employers to explore ORCA Business Programs, which offers transit passes.

What would change for deliveries, takeout, quick stops, and passenger loading? What if I need to make a quick stop? Will I need to pay for parking?

We will add and improve loading zones for deliveries, takeout, quick stops, and passenger pick-ups and drop-offs. Businesses shared that loading space is often hard to find, so we will gather their feedback to determine where and what type of loading to install.

We will include 5-minute, 15-minute, and 30-minute load zones. Short 5-minute zones will be placed where they make the most sense—like near coffee shops or businesses with a lot of takeout activity—to support quick stops and keep traffic flowing. 5-minute load zones are free for all to use. Additionally, the paid parking will accept payment in 15-minute increments, allowing you to pay only for the amount you need.

Why can't the City just have better parking enforcement of the existing rules?

Parking enforcement is important, but increased parking enforcement alone would not address the parking issues we are seeing. Seattle Police Department Parking Enforcement Officers enforce the existing time limits, paid parking, load zones, and restricted parking zones across all of Seattle. Parking Enforcement could temporarily focus additional enforcement in the Junction for a few weeks, but maintaining that level of enforcement long-term would require shifting resources away from other areas. Time-limited parking is more time-consuming to enforce. A Parking Enforcement Officer needs to mark a vehicle with chalk and then return later to see whether the vehicle has stayed beyond the time limit. With paid parking, officers can more efficiently identify whether vehicles have paid. With paid parking, officers only need to monitor a block once to see if vehicles have paid, rather than returning multiple times to first manually chalk tires and check for overstays. In busy areas with high parking demand like the Junction, paid parking allows for more consistent, efficient and fairer enforcement. This helps keep parking spaces available. 2-hour paid parking provides flexibility for customers and visitors, while ensuring more reliable vehicle turnover through the payment requirement and ability to more efficiently enforce. Paid parking helps to improve turnover even when an enforcement officer is not present. The payment requirement encourages people to use a parking space only as long as they need it, making spaces more reliably available for customers and visitors. Paid parking also gives people flexibility to manage their time. With mobile payment, people can add time from their phone as needed, up to the posted maximum, without returning to their vehicle. This combination of more efficient enforcement and payment helps encourage turnover and makes parking spaces more reliably available throughout the day.

How will these changes improve safety and calm traffic?

We heard from the community that calming traffic in the Junction is important for everyone, regardless of how you travel. Better-managed parking helps to calm traffic. When drivers are not circling around the block, there is less unnecessary traffic, less distracted driving, and calmer, more welcoming streets overall. We will add intersection daylighting – cleared spaces near intersections – to improve visibility so people walking, biking, and driving can see each other. We are also exploring options to add better marked crosswalks and improve safety throughout the Junction, specifically on SW Oregon Street between Fauntleroy Way and 44th Ave SW. At the intersection of 44th Ave SW & SW Alaska St/Glenn Way SW, we will add new marked crosswalks and painted bulbs to improve safety at this busy intersection.

What about parking for people with disabilities?

Improving accessible parking is one goal of this project, and we will add free 4-hour parking for people with disabilities throughout the Junction.

Where does paid parking revenue go?

Revenue generated from paid parking supports the City of Seattle's general fund, which helps pay for transportation services and other related improvements. Seattle adjusts parking rates based on current data about how full parking is—not to increase revenue. This helps to ensure parking prices match parking demand and keep on-street parking reliably available in busy areas.

What happens next?

We are talking with businesses, organizations, residents, and visitors about the draft plan. We will use what we hear to update the recommendations this winter. Any changes would be installed in 2027.

How can I share feedback?

Fill out our online comment form on our webpage at seattle.gov/transportation/westseattlejunction. You can also email your comments to AlaskaJunctionParking@seattle.gov or call (206) 684-7229.