



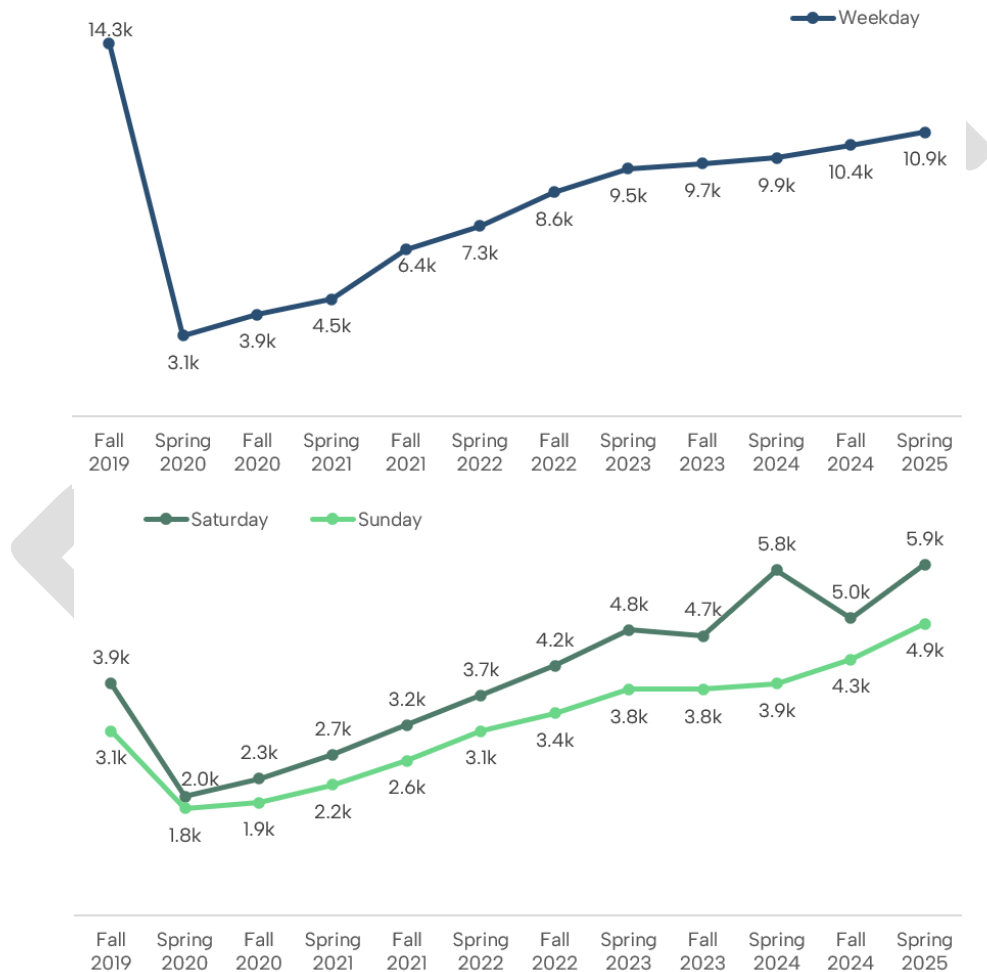
# Attachment 1

## Transit Needs Study — Existing Conditions Analysis Update

### Initial Takeaways:

#### 1. **Average Daily Transit Boardings in Kirkland (Fall 2019 - Spring 2025)**

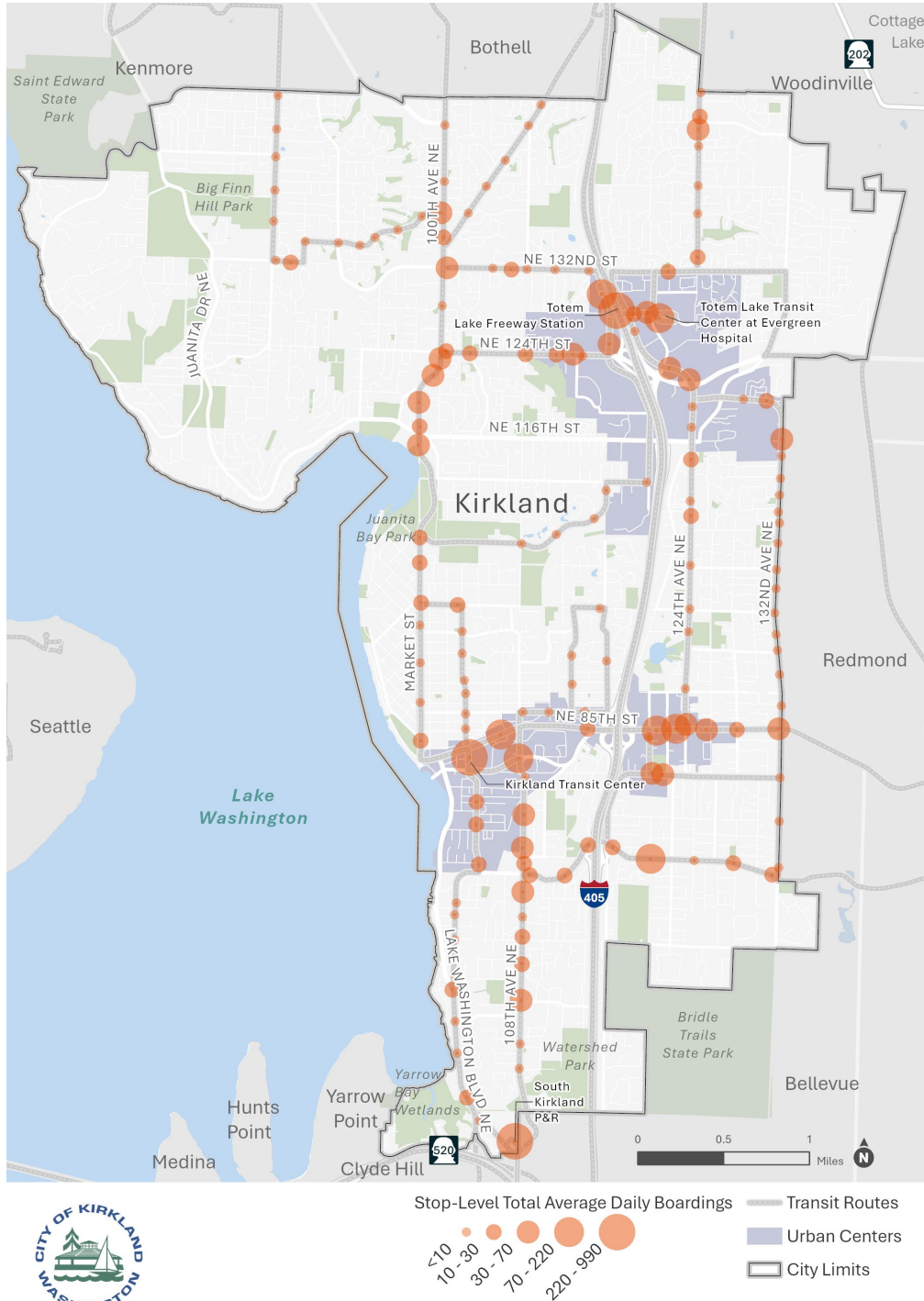
After steep pandemic-related declines, weekday ridership has partially recovered but remains approximately 24% below pre-pandemic levels, while weekend ridership has rebounded to approximately 55% above pre-pandemic levels.



Source: KCM Service Data, Fehr & Peers, 2026.

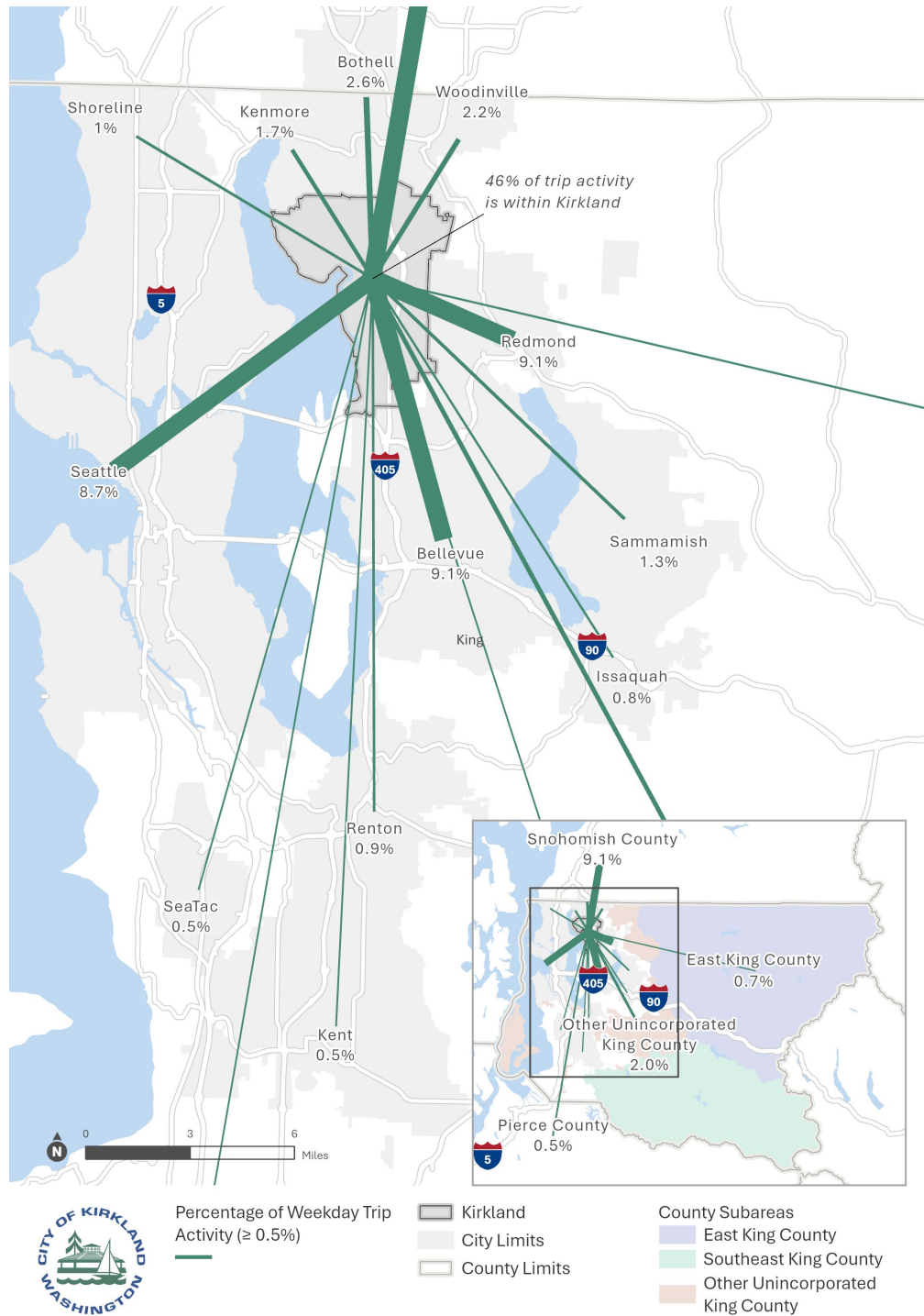
## 2. Stop-Level Ridership

Unsurprisingly, higher ridership is concentrated at stops near major transit centers, as well as along key corridors including 100th Avenue NE, NE 85th Street, and NE 70th Street.



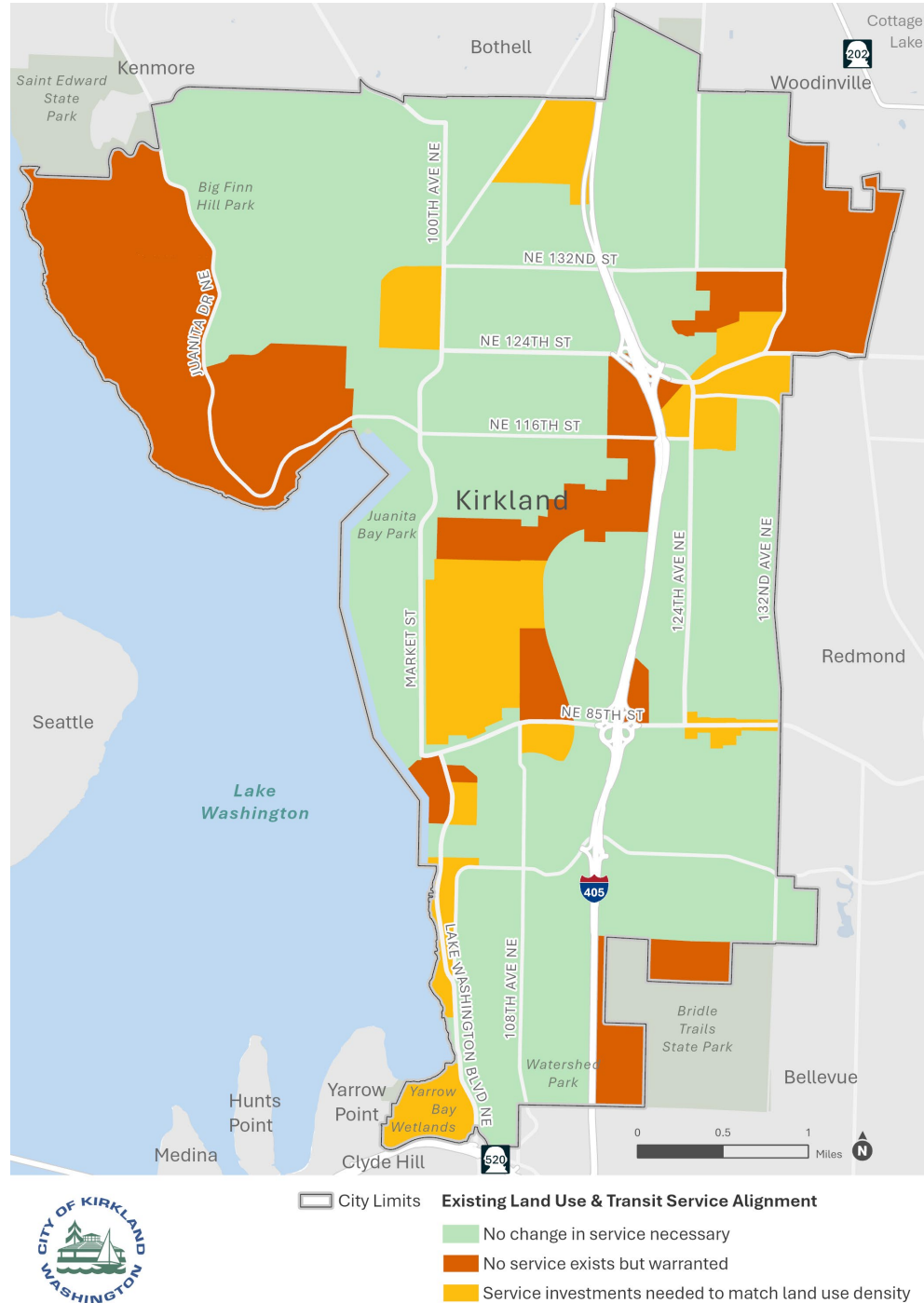
### 3. Current Weekday Travel Patterns

On an average weekday, about 46% of all travel (driving, carpooling, riding transit, etc.) occurs within Kirkland and about 54% of trips occur to/from outside of the city. For trips outside of Kirkland, the majority of trips are to Bellevue, Redmond, and Seattle.



#### 4. Existing Land Use and Transit Service Alignment

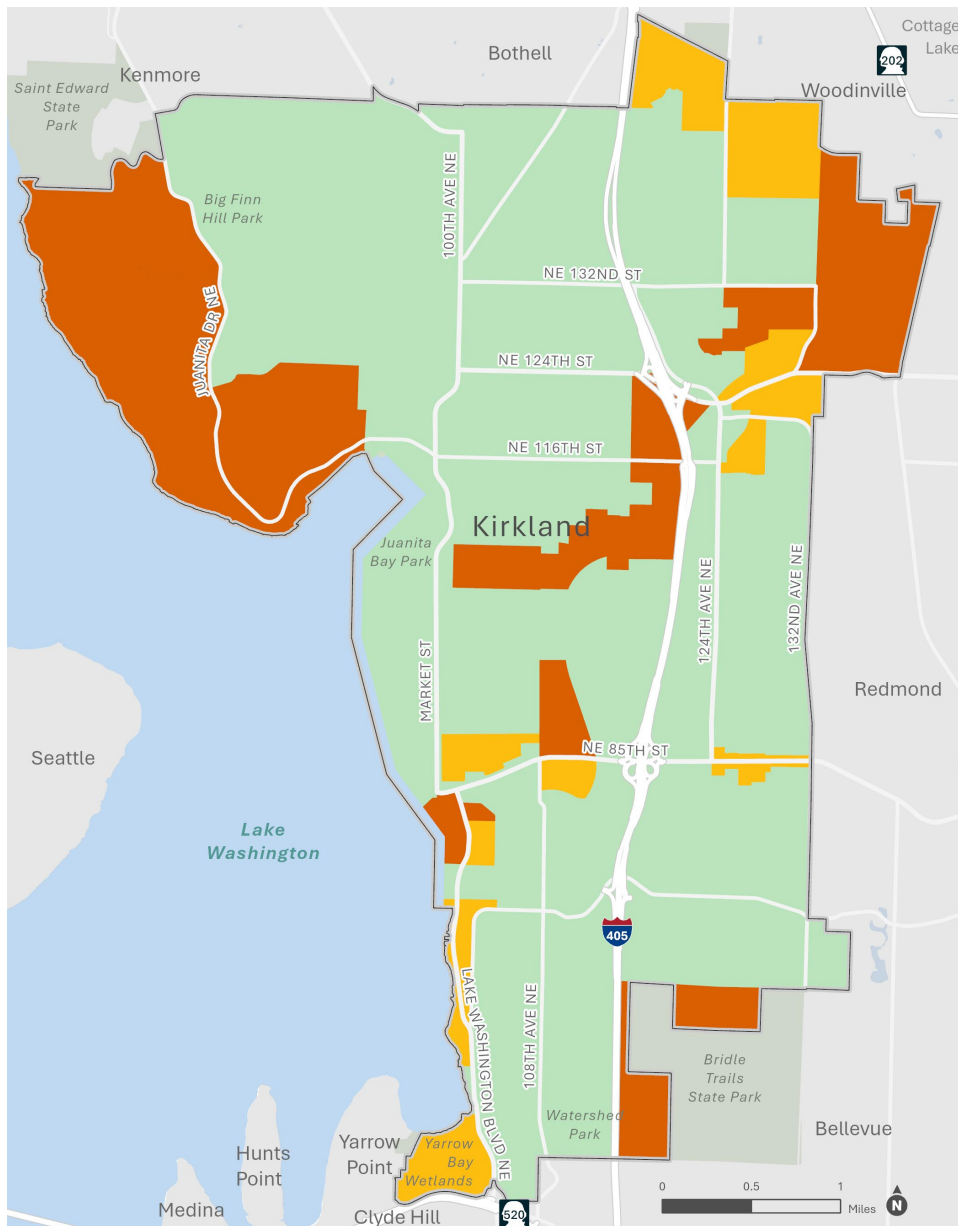
72% of Kirkland's population live in areas where transit service aligns with land use density<sup>1</sup>. Currently 28% of Kirkland residents live in areas where additional service is warranted (14%) or in areas without transit service (14%).



<sup>1</sup> Transit service providers (Metro, Sound Transit, Community Transit) use adopted service standards to determine where additional service is warranted and to guide decisions about service allocation.

## 5. Future (2044) Land Use and Transit Service Alignment

Planned transit investments improve service along select corridors; however, overall planned growth will outpace planned transit service improvements. By 2044 68% of Kirkland's population is expected to be living in areas where transit services align with land use density. About 32% of Kirkland residents are expected to be living in areas where additional service is warranted (16%) or in areas without transit service (16%).



City Limits

Future Land Use & Transit Service Alignment

No change in service necessary

No service exists but warranted

Service investments needed to match land use density

## 6. Access to Community Destinations

Many community destinations are currently located within a ¼-mile walk of an existing transit stop, though many destinations fall outside of this, highlighting key transit access gaps.

