

# Knoxville Transportation Authority

Meeting Date: Thursday October 27, 2022



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INDYA KINCANNON  
MAYOR  
(865)215-2040



**CITY OF KNOXVILLE**  
KNOXVILLE TRANSPORTATION AUTHORITY

AGENDA

KNOXVILLE TRANSPORTATION AUTHORITY

Thursday, October 27, 2022

City County Building, Main Assembly Room

**CHRIS CROUCH**  
CHAIR  
**JIM RICHARDS**  
VICE-CHAIR  
**MARY SMITH-BELL**  
RECORDING SECRETARY  
**SANDY BOOHER**  
**TOMMY SMITH**  
**MARK HAIRR**  
**DOUGLAS LAWYER**  
**CANDACE BRAKEWOOD**  
**KIMBERLY WATKINS**  
**CHRISTI KIRK**  
**JOHN LAWHORN**  
ATTORNEY TO K.T.A.

- I. Determination of a Quorum
- II. Approval of Minutes – September 22, 2022
- III. Reports
  - A. KTA Chair
  - B. Commissioner’s Comments
  - C. Staff
    - i. City of Knoxville Director of Transit
    - ii. TPO Transit Planner
- IV. New Business: Review of the KAT Title VI Monitoring Report for 2022
- V. Old Business
- VI. Public Comments
- VII. Set Next Meeting for November 17, 2022 and Adjourn

*This meeting and all communications between members is subject to the provisions of the Tennessee Open Meetings Act, TENN. CODE ANN. § 8-44-101, et seq.*

**Minutes**  
**KNOXVILLE TRANSPORTATION AUTHORITY**  
**City County Building Main Assembly Room**  
**Thursday, September 22, 2022 at 3:00 pm**

**I. Determination of Quorum**

Chair Crouch called the meeting to order. Other Commissioners in attendance were as follows:

Candace Brakewood  
Mark Hairr  
Christi Kirk  
Jim Richards  
Tommy Smith

**II. Approval of Minutes- August 25 minutes, 2022**

Commissioner Brakewood made a motion to approve the August 25, 2022 meeting minutes. Commissioner Smith seconded the motion. The board was unanimous.

**III. Reports**

**A. KTA Chair**

Chair Crouch reported that Commissioner Sandra Booher has resigned from the board as of September 1. Chair Crouch expressed his appreciation to Ms. Booher for her service and dedication to this board, and stated that she will be missed.

**B. Commissioners' Comments**

There were no commissioner comments discussed.

**C. Staff**

**i. City of Knoxville Director of Transit**

Director Isaac Thorne reported that KAT saw a ridership increase in August of 21%. This is the 8<sup>th</sup> consecutive monthly increase in ridership.

The upcoming KAT job fair was announced. The union contract was approved and so KAT will be holding a job fair on Thursday, September 29<sup>th</sup> from 9am to 3pm, and on Saturday, October 1 from 9am to 2pm. at Knoxville Station. Available positions are Bus Operator, Trolley Operator, and Maintenance Service team members. Please help spread the word on this job fair.

Mr. Thorne also introduced Rebecca Styers as the new KAT Director of Finance.

## **ii. TPO Transit Planner**

Doug Burton reminded the board that we have two transit studies going on in addition to KAT Reimagined, including a coordination study between KAT, ETHRA, and CAC, and also a regional transit study. He plans to have information for this board in early next year on these two projects.

## **IV. New Business**

### **A. Taxi Appeal for James Cook**

Attorney John Lawhorn reviewed the process and procedure and the board's jurisdiction over the taxi appeal process, and provided details on the appeal submitted by James C. Cook.

Officer Peebles reviewed the factors related to the revocation of the taxi license.

Mr. Cook presented the basis for his appeal.

Attorney Lawhorn stated that a motion must occur in order to approve the appeal. If no motion is made, the taxi permit denial will be upheld.

No motion was made to grant the appeal. Appeal was denied.

### **B. Proposed re-routing for Green Line Trolley**

Director Thorne explained the proposed re-routing for the Green Line Trolley due to the street closures for the new stadium.

Comissioner Richards asked if this route might return once the stadium has opened. Director Thorne stated that this proposal is for the permanent routing.

Commissioner Brakewood moved to approve the proposed re-routing, and Jim Richards seconded the motion. The board was unanimous.

**V. Old Business**

There was no old business discussed.

**VI. Public Comment**

No public comments discussed.

**VII. Set Next Meeting and Adjourn**

The next meeting was set for October 27, 2022 at 3:00 p.m. at the City County Building Main Assembly Room.

Respectfully submitted,

Belinda Woodiel-Brill

Substitute KTA Recording Secretary



**KNOXVILLE AREA TRANSIT**  
**ROUTE PERFORMANCE REPORT**  
**September, 2022**

ROUTE NUMBER	ROUTE NAME	RIDERSHIP	Percentage of Ridership	MILES	Percentage of Miles	HOURS	Percentage of Hours	Passg/ Mile	Passg/ Hour
10	Sequoyah Hills	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
11	Kingston Pike	23,642	13.9%	27,511	13.1%	2,305	14.6%	0.86	10.26
12	Western Ave	15,430	9.0%	17,839	8.5%	1,344	8.5%	0.86	11.48
13	Beaumont	916	0.5%	1,808	0.9%	132	0.8%	0.51	6.95
16	Cedar Bluff Connector	2,820	1.7%	4,781	2.3%	377	2.4%	0.59	7.48
17	Sutherland/Bearden	7,555	4.4%	9,443	4.5%	728	4.6%	0.80	10.38
19	Lakeshore/Lonas Connector	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
20	Central Ave/Clinton Hwy	10,554	6.2%	12,842	6.1%	793	5.0%	0.82	13.32
21	Lincoln Park	2,892	1.7%	4,493	2.1%	353	2.2%	0.64	8.19
22	Broadway	24,484	14.4%	18,536	8.8%	1,375	8.7%	1.32	17.80
23	Millertown	4,483	2.6%	7,910	3.8%	666	4.2%	0.57	6.73
24	Inskip/Breda Rd	2,353	1.4%	6,359	3.0%	460	2.9%	0.37	5.12
30	Parkridge	4,107	2.4%	3,351	1.6%	264	1.7%	1.23	15.58
31	Magnolia Ave.	16,936	9.9%	13,272	6.3%	1,116	7.1%	1.28	15.17
32	Dandridge	5,201	3.0%	7,257	3.5%	466	2.9%	0.72	11.17
33	M.L.K.	3,436	2.0%	7,564	3.6%	593	3.7%	0.45	5.80
34	Burlington	5,700	3.3%	10,636	5.1%	727	4.6%	0.54	7.84
40	South Knoxville	3,126	1.8%	10,479	5.0%	743	4.7%	0.30	4.21
41	Chapman Hwy	16,304	9.6%	14,082	6.7%	862	5.4%	1.16	18.92
42	UT/Ft Sanders Hospitals	4,609	2.7%	3,603	1.7%	450	2.8%	1.28	10.25
44	University Park	5,168	3.0%	2,646	1.3%	305	1.9%	1.95	16.97
45	Vestal	4,448	2.6%	9,731	4.6%	679	4.3%	0.46	6.55
90	Crosstown	6,363	3.7%	15,502	7.4%	1,096	6.9%	0.41	5.81
	Other/ Unknown	0							
<b>SUB TOTAL LINE SERVICE</b>		<b>170,527</b>		<b>209,645</b>		<b>15,831</b>		<b>0.81</b>	<b>10.77</b>
82	Trolley (Orange Line)	8,065	32.7%	4,356	39.4%	694	41.6%	1.85	11.62
84	Trolley (Green Line)	4,071	16.5%	2,242	20.3%	383	23.0%	1.82	10.62
86	Trolley (Blue Line)	12,496	50.7%	4,464	40.4%	591	35.4%	2.80	21.14
<b>SUB TOTAL TROLLEY SERVICES</b>		<b>24,632</b>		<b>11,062</b>		<b>1,668</b>		<b>2.23</b>	<b>14.77</b>
<b>TOTAL PASSENGERS WITH TROLLEYS</b>		<b>195,159</b>		<b>220,707</b>		<b>17,500</b>		<b>0.88</b>	<b>11.15</b>
<b>LIFT SERVICE</b>		<b>6,505</b>		<b>43,603</b>		<b>3,131</b>		<b>0.15</b>	<b>2.08</b>
<b>TOTAL SCHEDULED SERVICES</b>		<b>201,664</b>		<b>264,310</b>		<b>20,631</b>		<b>0.76</b>	<b>9.77</b>
<b>TOTAL CHARTER SERVICES</b>		<b>8,420</b>		<b>2,156</b>		<b>369</b>		<b>3.91</b>	<b>22.85</b>
<b>GRAND TOTAL ALL KAT SERVICES</b>		<b>210,084</b>		<b>266,466</b>		<b>20,999</b>		<b>0.79</b>	<b>10.00</b>



KNOXVILLE AREA TRANSIT

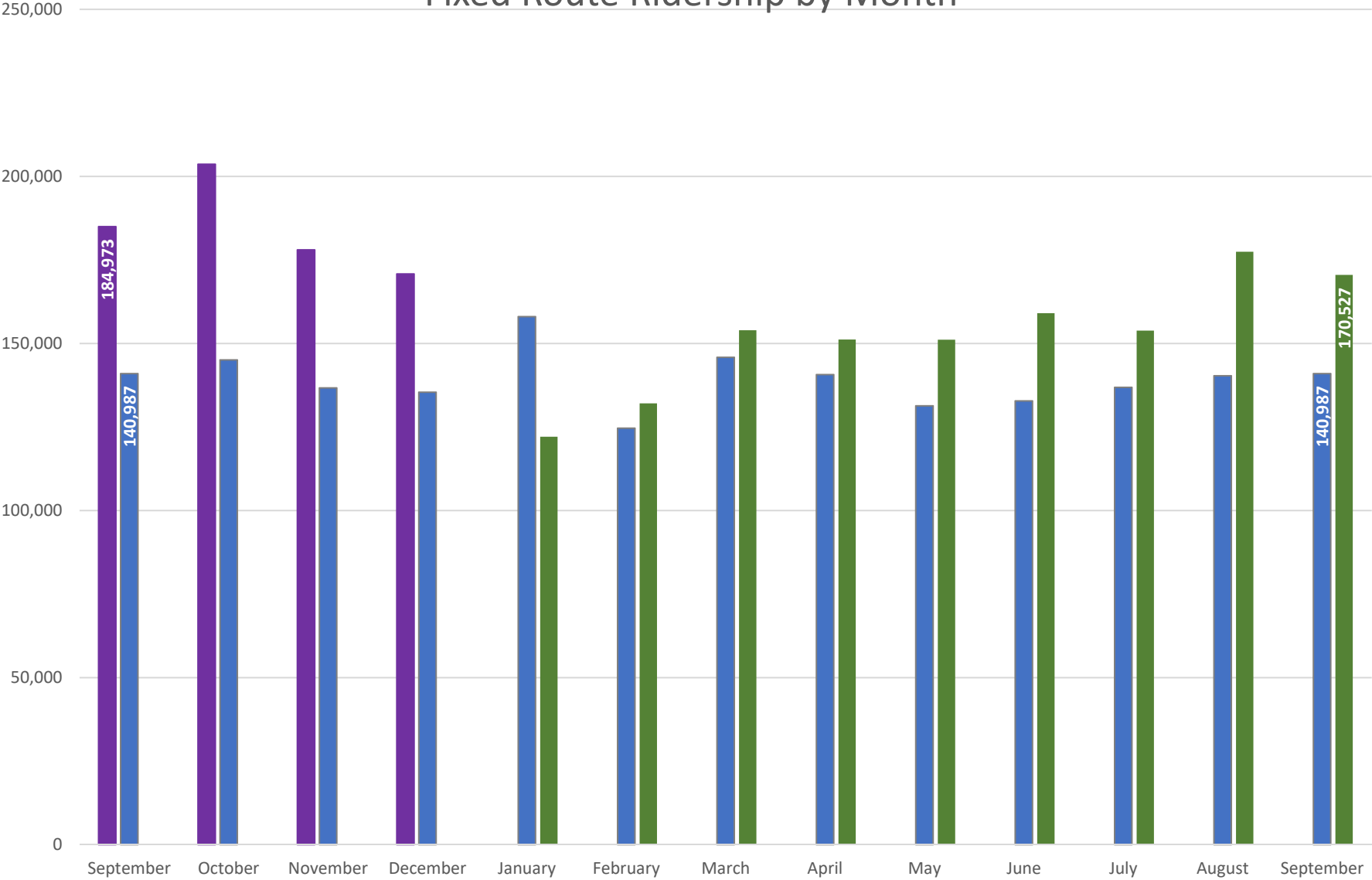
**SYSTEM PERFORMANCE REPORT**

September, 2022

	<u>THIS MONTH</u>			<u>FISCAL YEAR-TO-DATE</u>		
	<u>This Year</u>	<u>Last Year</u>	<u>Change</u>	<u>This Year</u>	<u>Last Year</u>	<u>Change</u>
<b>FIXED ROUTE SERVICE</b>						
Total Passengers	195,159	166,808	17%	595,837	495,427	20%
System Generated Revenue				\$262,417	\$285,853	-8%
Revenue Veh. Miles	220,707	196,931	12%	663,490	589,747	13%
Revenue Veh. Hours	17,500	15,947	10%	52,829	47,601	11%
Passengers/Mile	0.88	0.85	4%	0.90	0.84	7%
Passengers/Hour	11.15	10.46	7%	11.28	10.41	8%
Preventable Accidents	14	0	1400%	46	0	0%
Mechanical Road Calls	17	26	-35%	71	64	11%
Accidents/100,000 Miles	6.34	0.00	634%	6.93	0.00	0%
Miles/Road Failure	12,983	7,574	71%	9,345	9,215	1%
<b>DEMAND RESPONSE</b>						
					0	
Total Passengers	6,505	6,380	2%	19,773	19,096	4%
System Generated Revenue				\$30,625	\$31,414	-3%
Revenue Veh. Miles	43,603	42,015	4%	131,300	126,362	4%
Revenue Veh. Hours	3,131	3,001	4%	9,162	8,983	2%
Passengers/Mile	0.15	0.15	-2%	0.15	0.15	0%
Passengers/Hour	2.08	2.13	-2%	2.16	2.13	2%
Preventable Accidents	1	0	100%	2	0	0%
Mechanical Road Calls	1	4	-75%	5	6	-17%
Accidents/100,000 Miles	2.29	0.00	229%	1.52	0.00	0%
Miles/Road Failure	43,603	10,504	315%	26,260	21,060	25%
<b>CHARTER SERVICE</b>						
					0	
Charters	45	2,920	-98%	373	4,247	-91%
Sports Charters	8,375	0	837500%	8,375	0	0%
Total Passengers	8,420	2,920	188%	8,748	4,247	106%
Revenue						0%
Football Shuttle Charters				\$34,553	\$18,850	83%
Trolley Charters				\$0	\$5,850	-100%
Total Miles	2,156	1,767	22%	2,214	2,142	3%
Total Hours	368.5	391.5	-6%	385	480	-20%

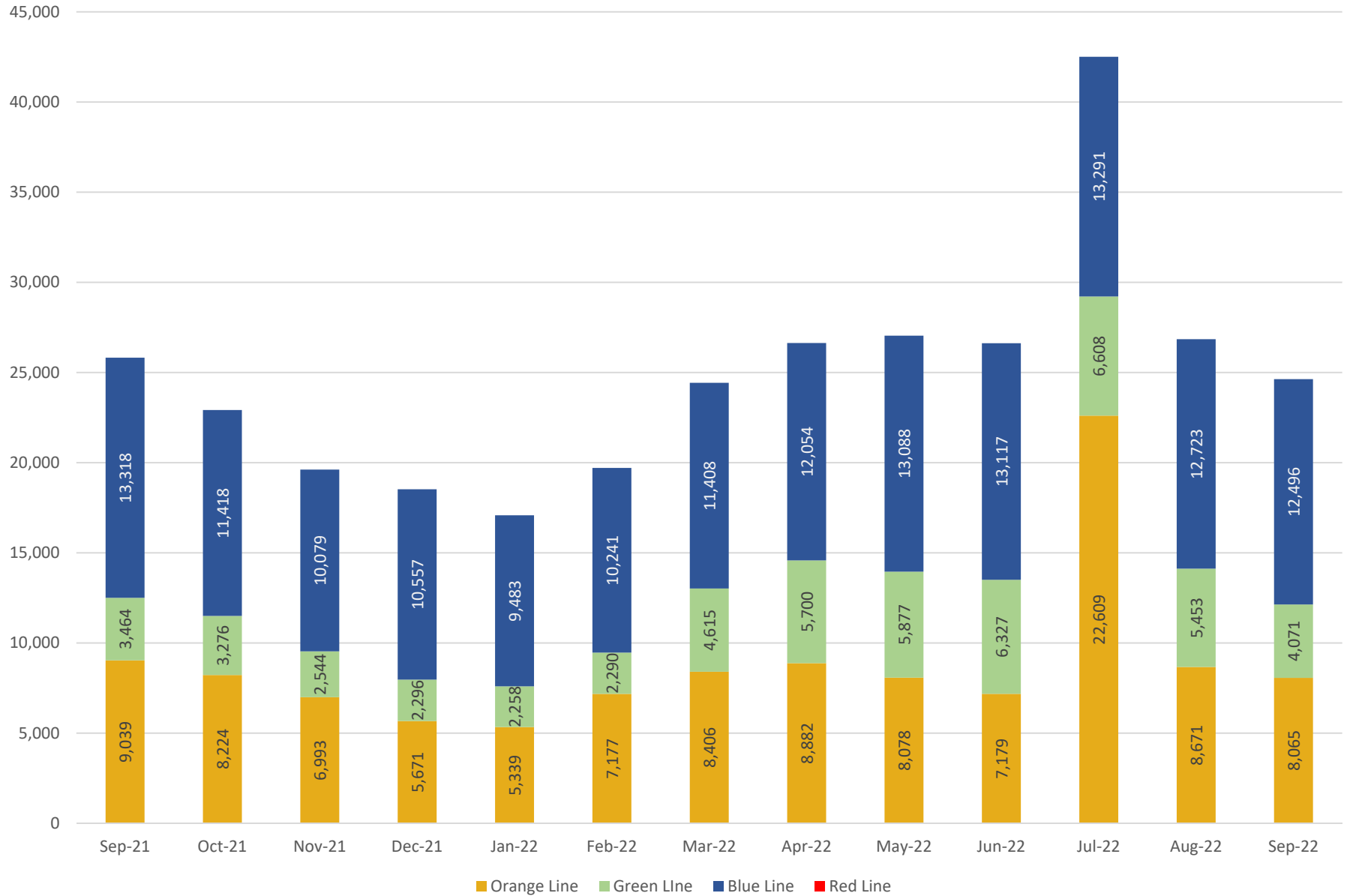


# Fixed Route Ridership by Month

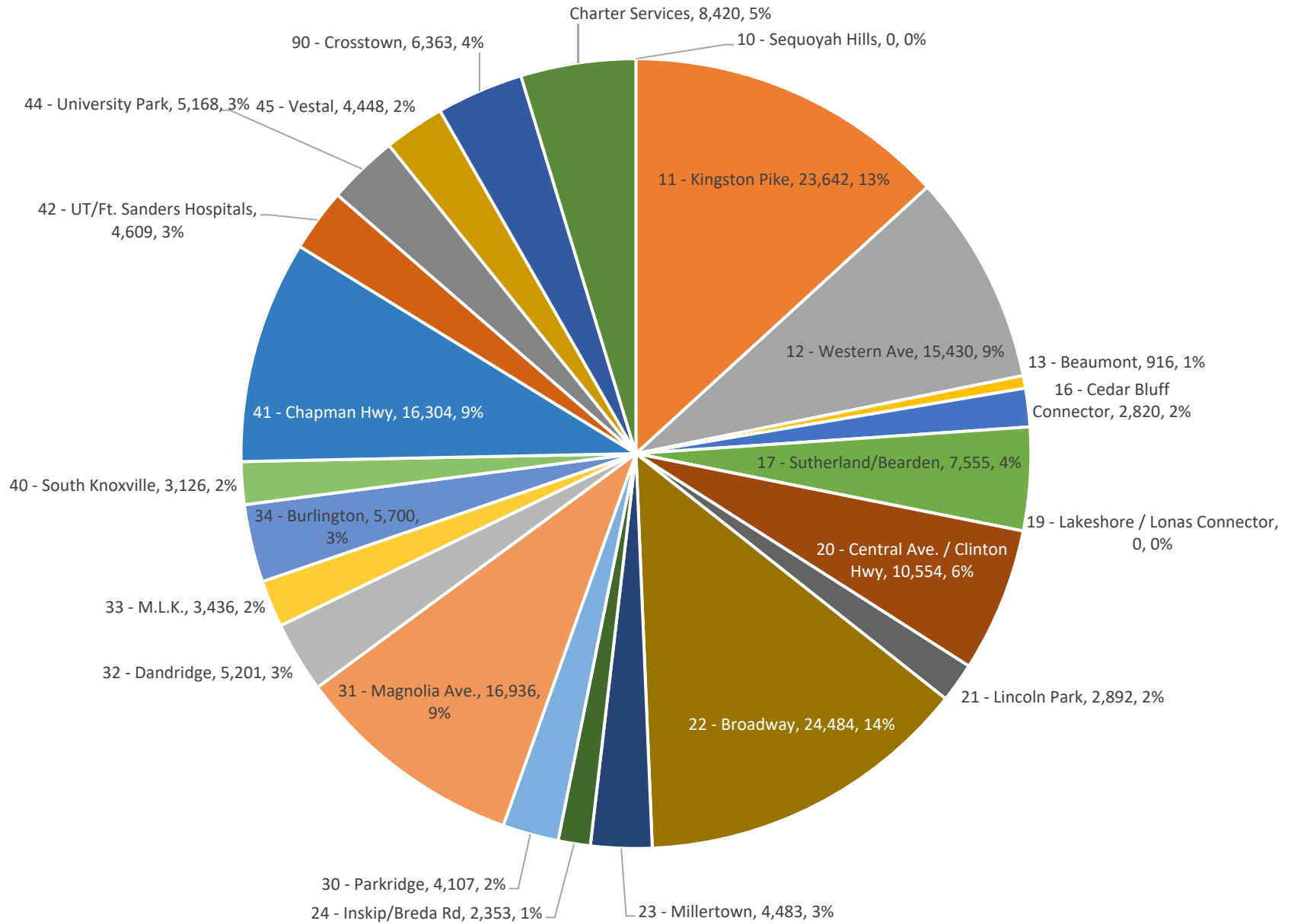


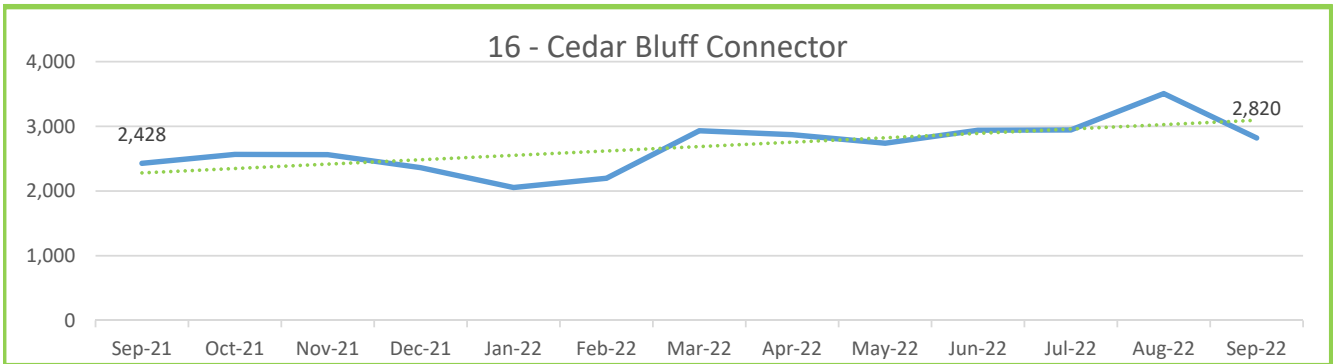
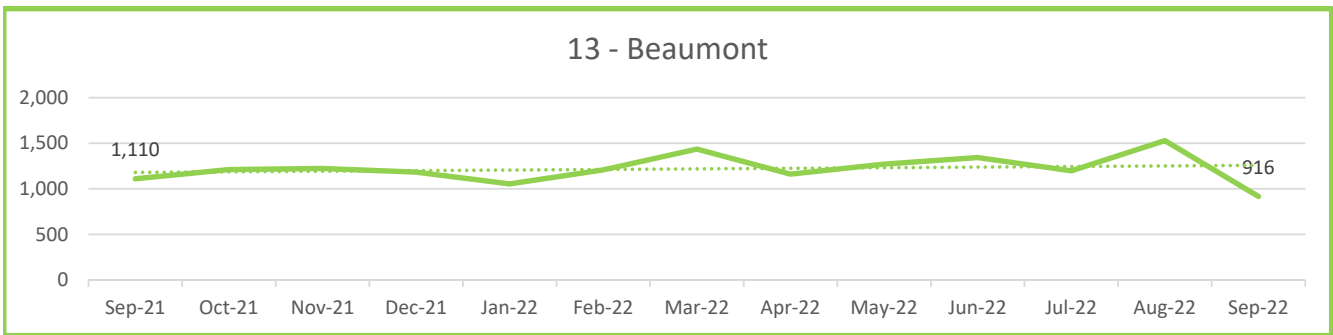
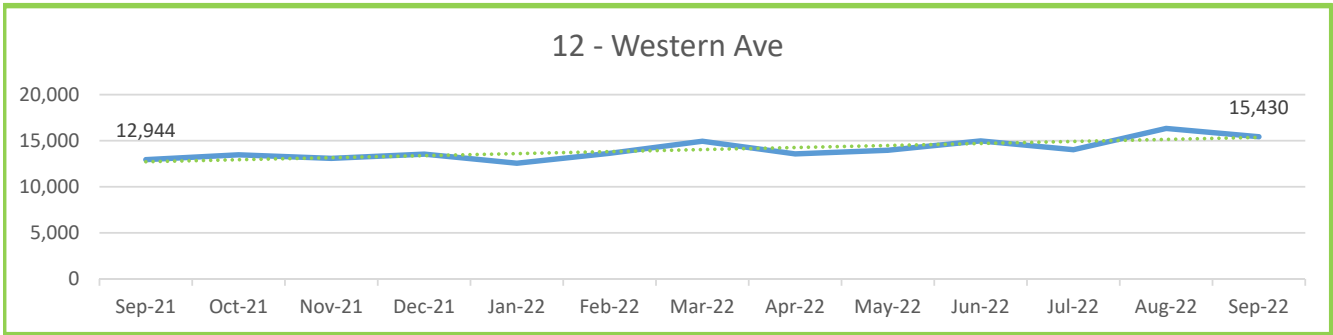
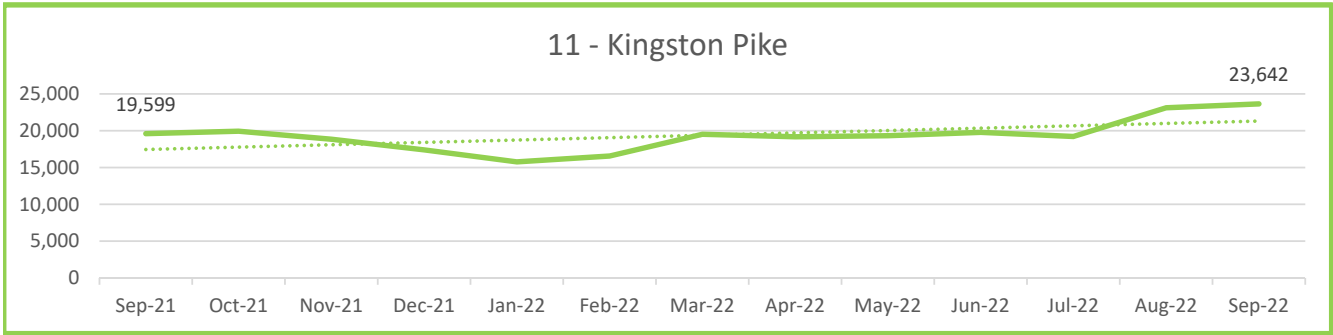
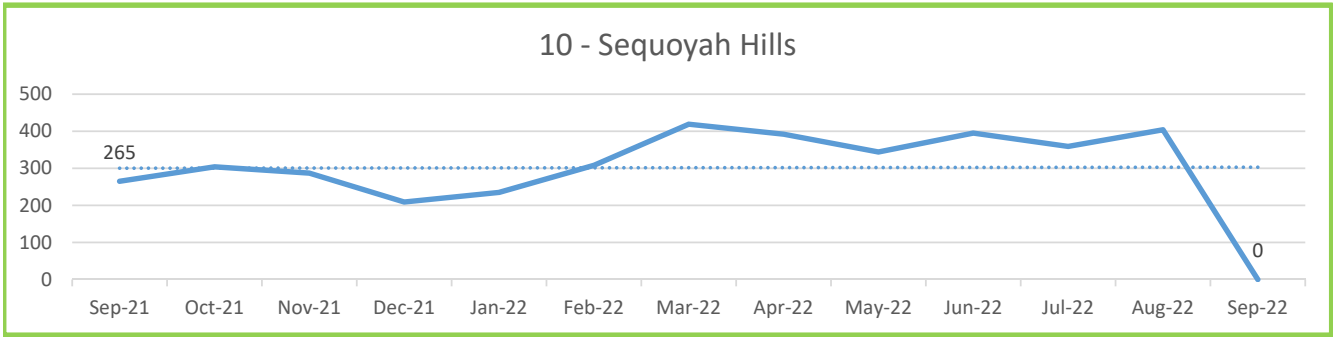
■ 2020 ■ 2021 ■ 2022

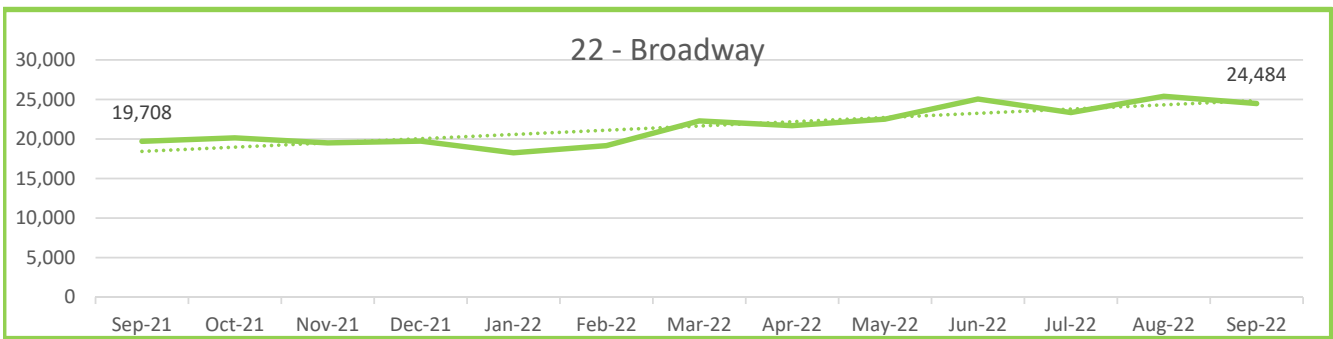
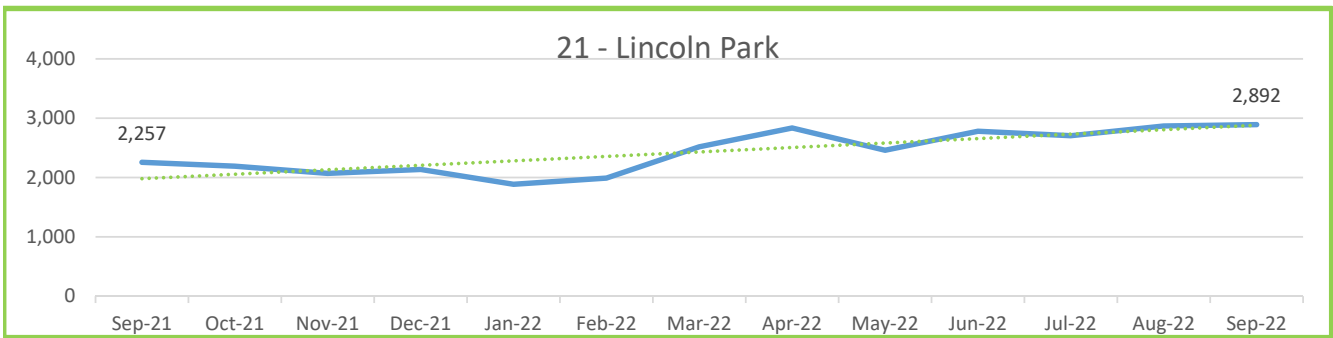
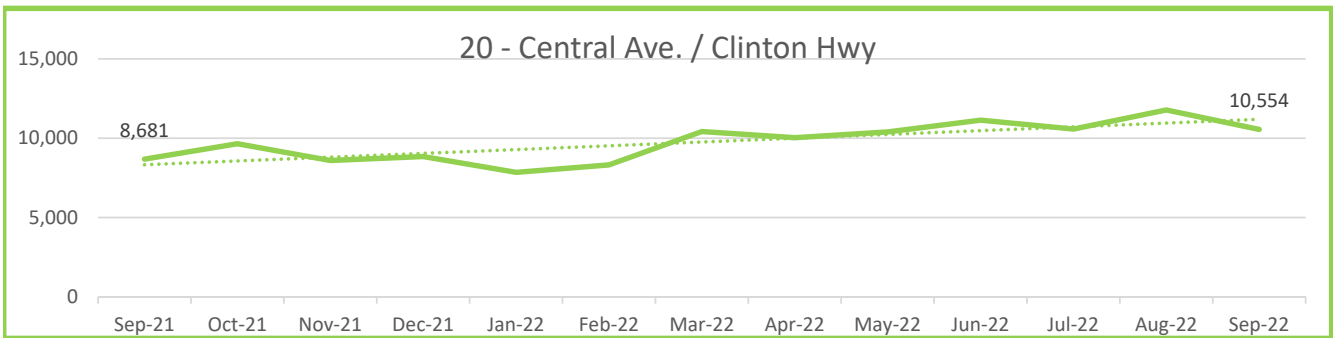
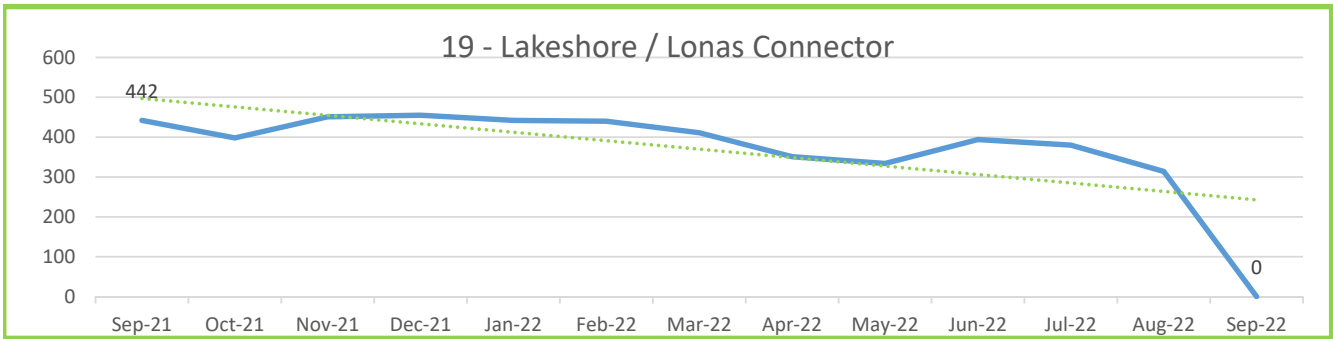
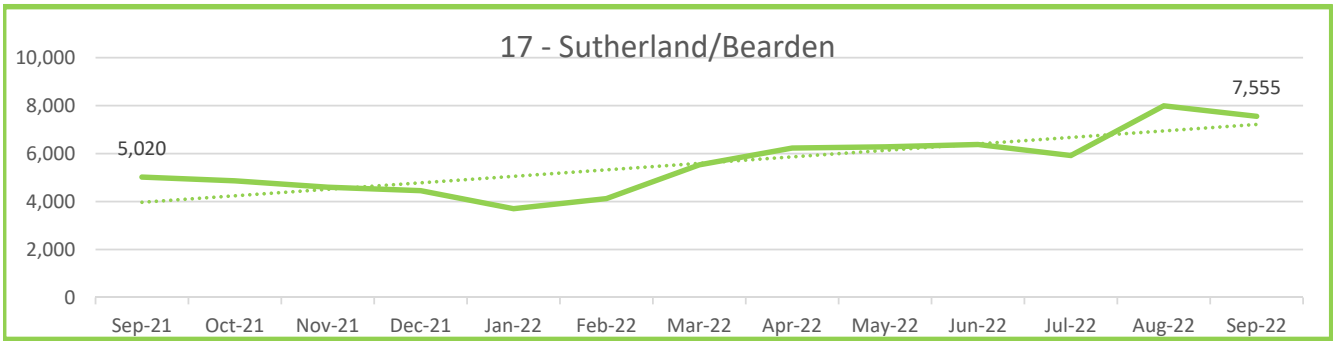
# Trolley Ridership

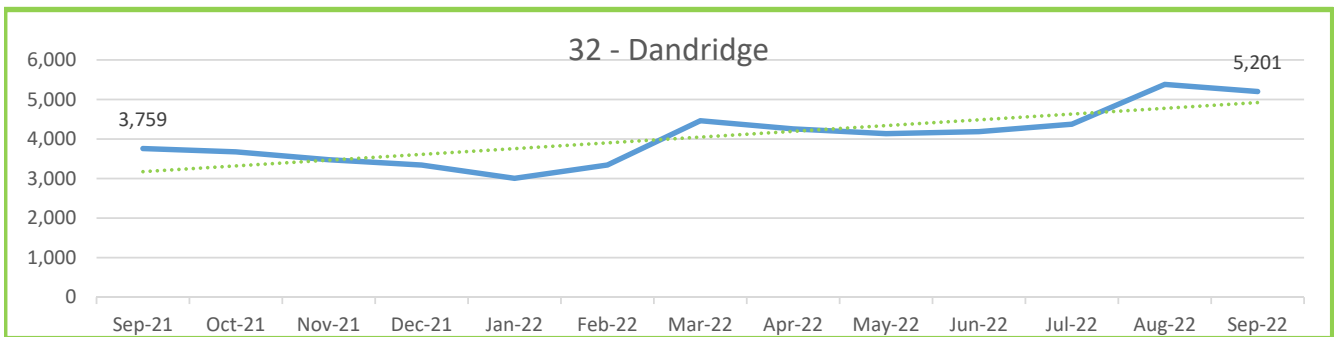
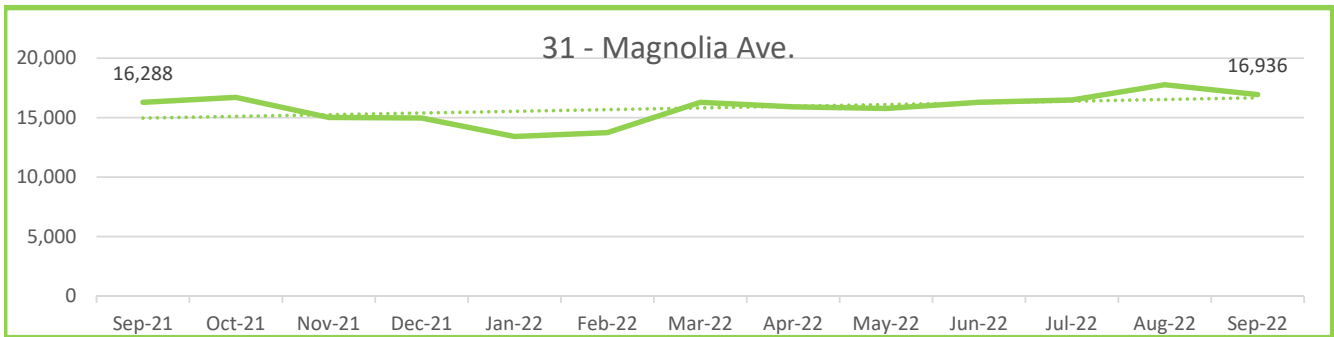
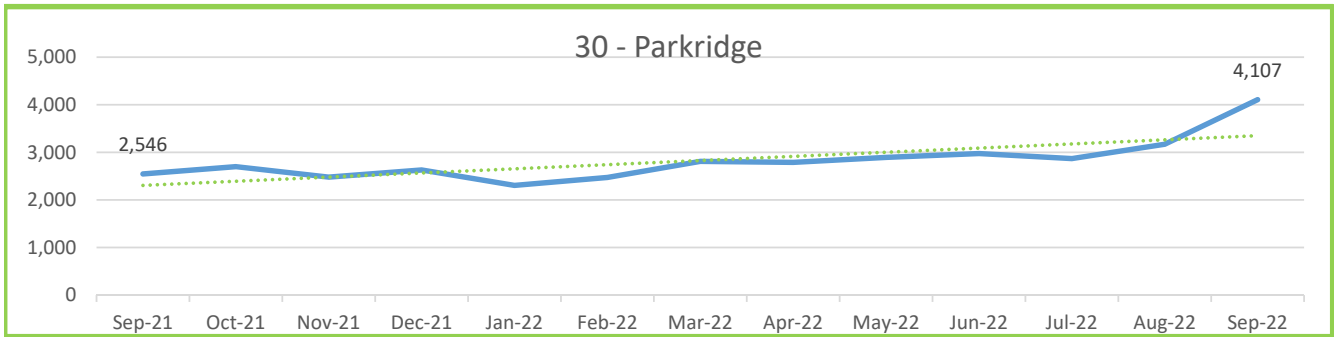
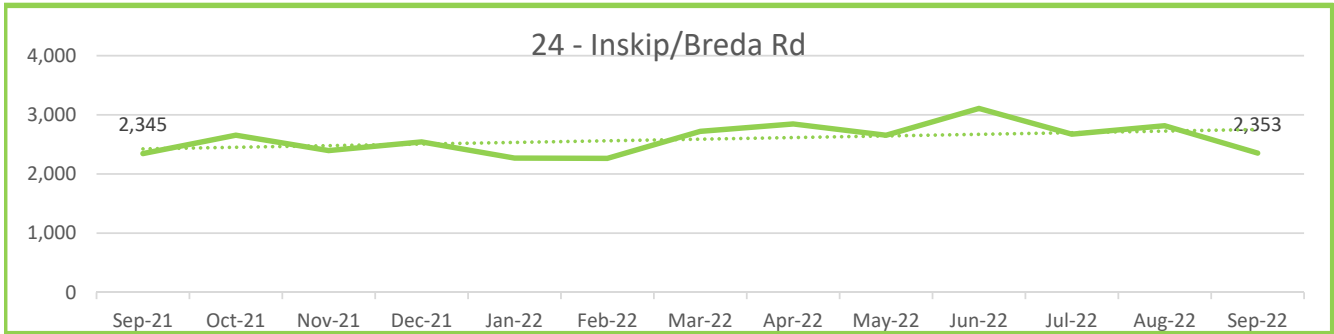
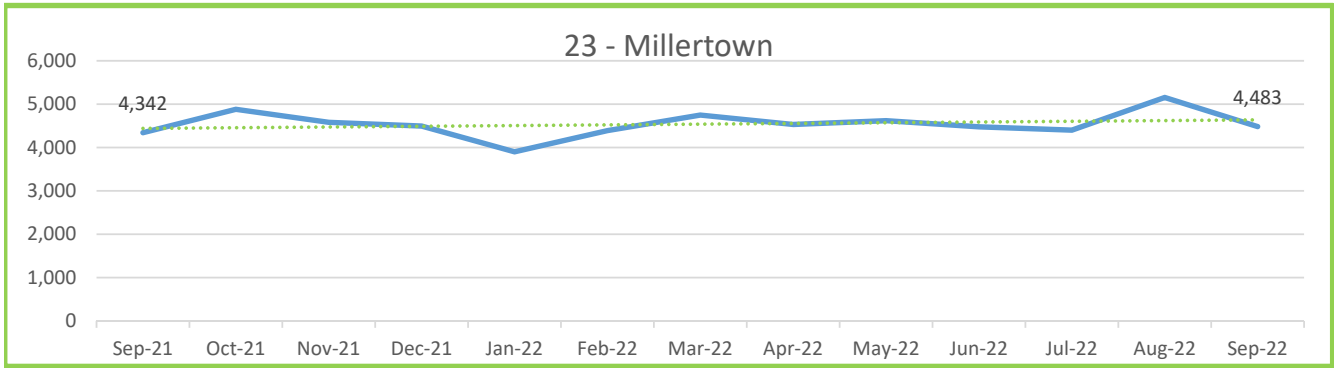


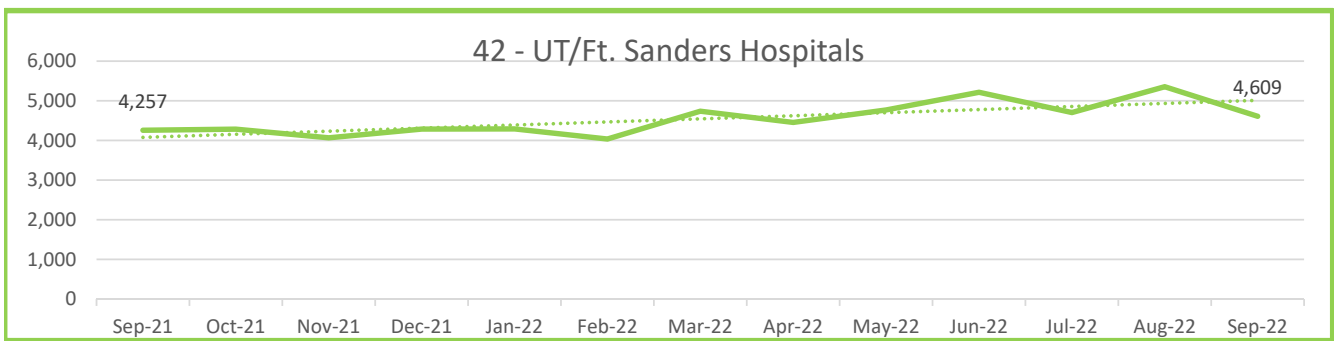
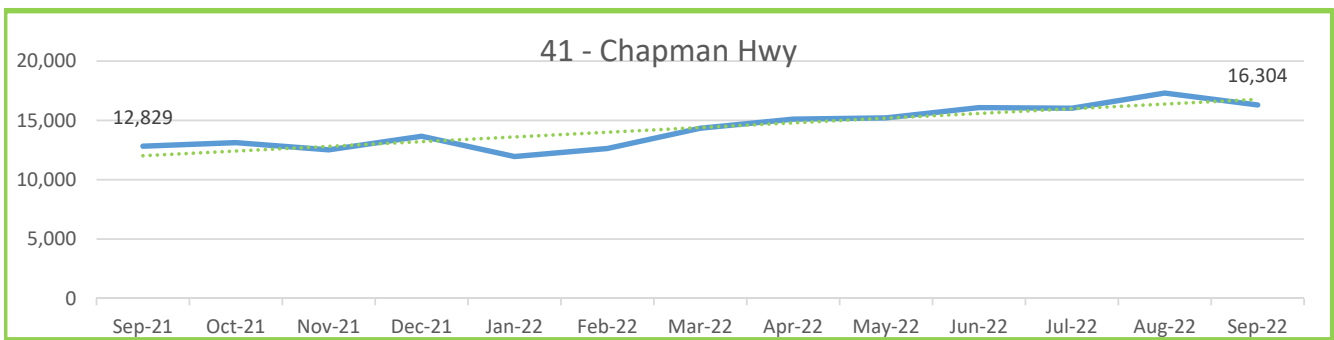
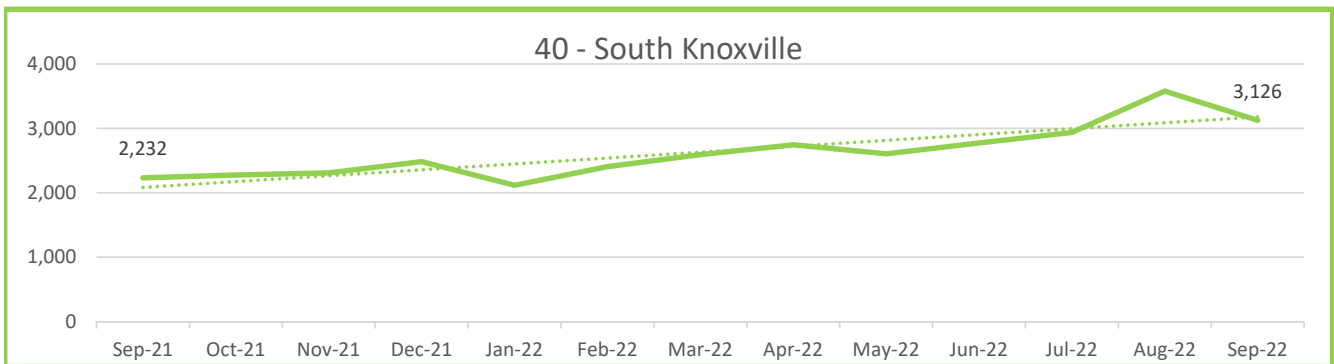
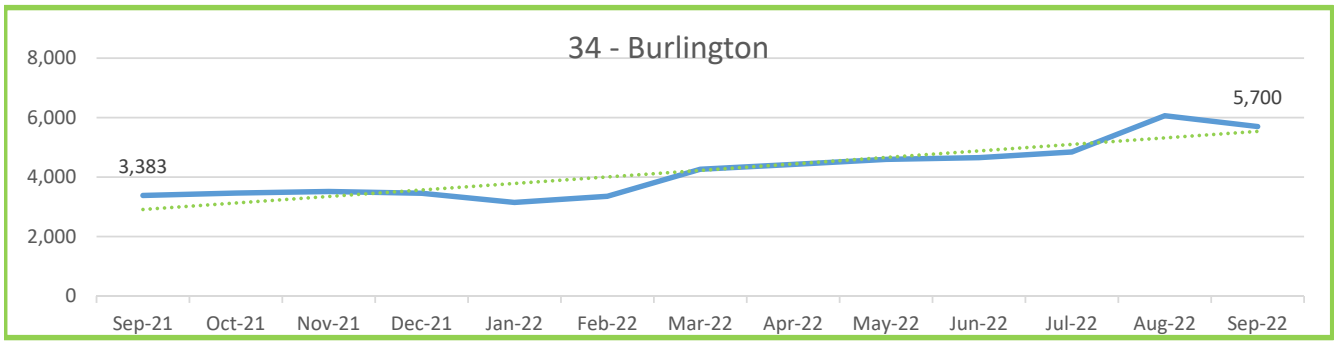
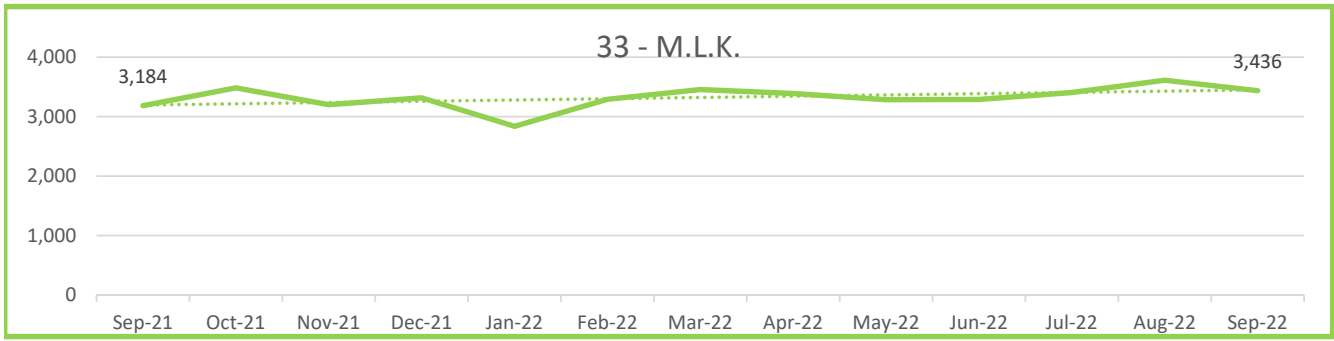
## September 2022 System Ridership by Route

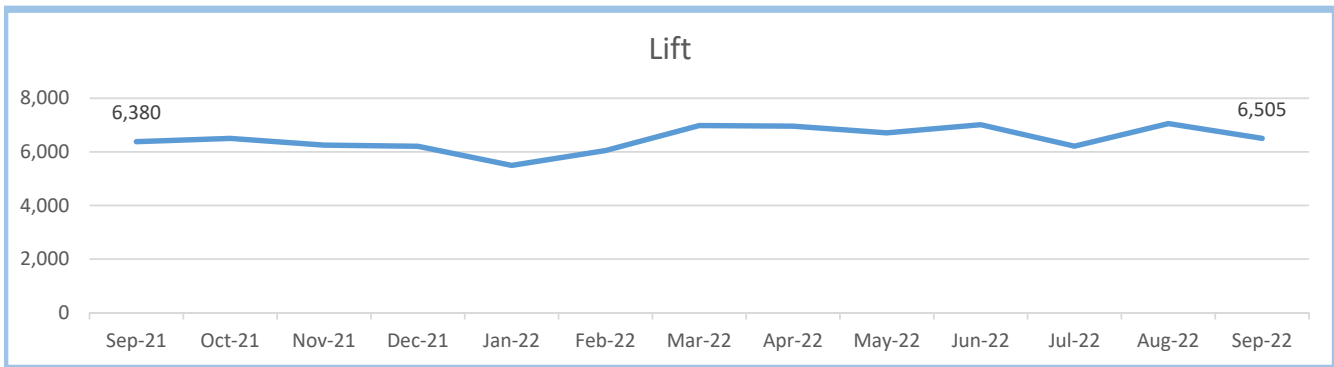
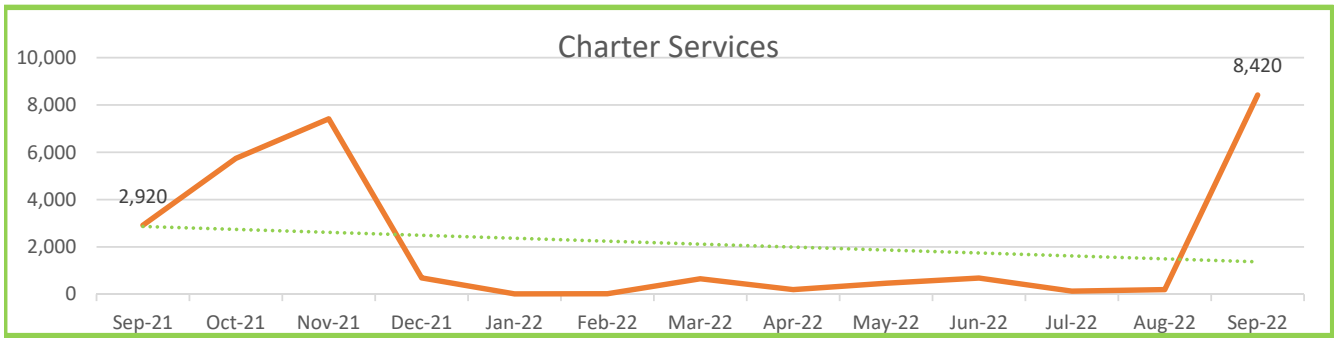
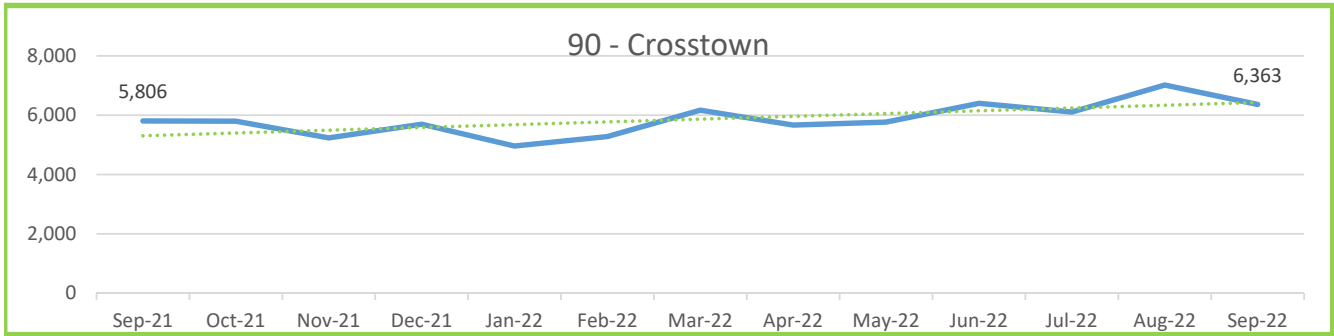
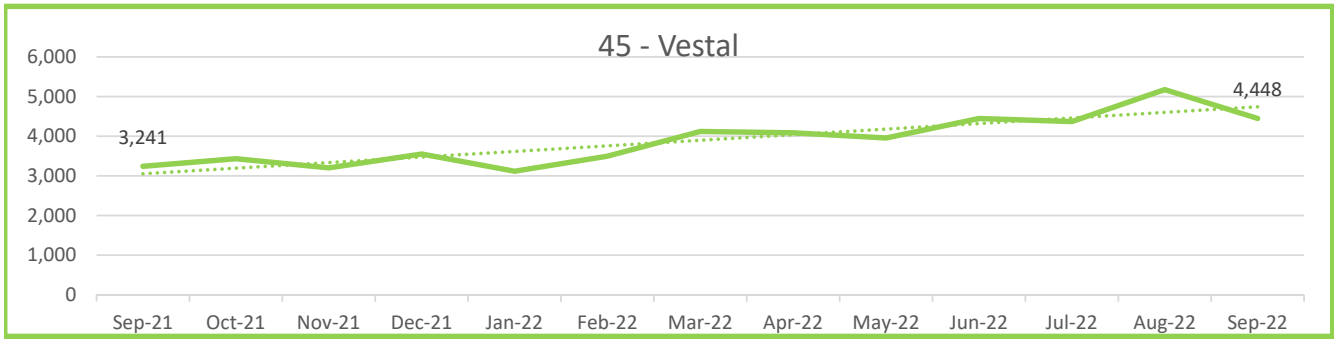
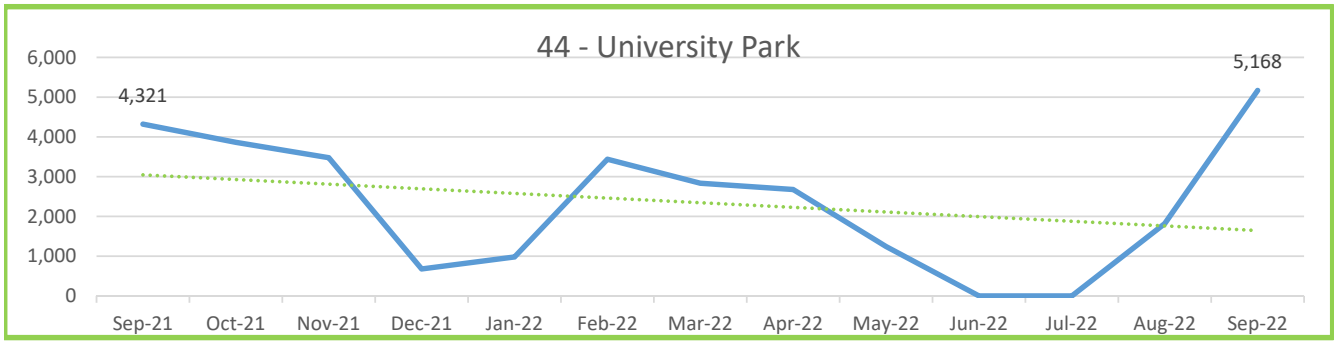














**City of Knoxville**  
**Schedule of Revenues & Expenses Compared to Budget**  
**September 2022**

	Current Year:					Prior Year:	
	Original Budget	Current Budget	Actual	Variance		Actual - Prior Year	Variance
<b>Revenue</b>							
Charges for Service							
Farebox & Pass Revenue	\$ 550,000	\$ 550,000	\$ 164,304	\$ (385,696)	29.87%	\$ 147,322	\$ 16,982
Ticket Sales	532,830	532,830	96,042	(436,788)	18.02%	82,677	13,365
Miscellaneous Subsidies - KAT	90,000	90,000	32,500	(57,500)	36.11%	65,000	(32,500)
Football Shuttle	150,000	150,000	34,553	(115,447)	23.04%	18,850	15,703
Charter Fees	20,500	20,500	-	(20,500)	-	5,850	(5,850)
UT Trolley Subsidy	88,150	88,150	22,038	(66,112)	25.00%	22,038	-
Miscellaneous Revenue	3,500	3,500	448	(3,052)	12.80%	93	355
Total Operating Revenue	<u>1,434,980</u>	<u>1,434,980</u>	<u>349,885</u>	<u>(1,085,095)</u>	<u>24.38%</u>	<u>341,830</u>	<u>8,055</u>
Non-Operating Revenues							
Federal Grants	-	-	-	-	-	-	-
State Contribution	3,462,800	3,462,800	11,601	(3,451,199)	0.34%	866,161	(854,560)
Transit Grant Revenues	10,968,700	10,968,700	1,166,365	(9,802,335)	10.63%	368,134	798,231
General Fund Transfer	9,838,500	9,838,500	4,357,482	(5,481,018)	44.29%	3,328,836	1,028,646
Total Non-Operating Revenues	<u>24,270,000</u>	<u>24,270,000</u>	<u>5,535,448</u>	<u>(18,734,552)</u>	<u>22.81%</u>	<u>4,563,131</u>	<u>972,317</u>
Total Revenue	<u>\$ 25,704,980</u>	<u>\$ 25,704,980</u>	<u>\$ 5,885,333</u>	<u>\$ (19,819,647)</u>	<u>22.90%</u>	<u>\$ 4,904,961</u>	<u>\$ 980,372</u>
<b>Expenditures</b>							
Personal Services							
Wages, Taxes, & Retirement Contributions	\$ 15,643,290	\$ 15,643,290	\$ 3,513,619	\$ 12,129,671	22.46%	\$ 3,271,423	\$ 242,196
Employee Group Insurance/Benefits	4,158,020	4,158,020	864,076	3,293,944	20.78%	918,209	(54,133)
Total Personal Services	<u>19,801,310</u>	<u>19,801,310</u>	<u>4,377,695</u>	<u>15,423,615</u>	<u>22.11%</u>	<u>4,189,632</u>	<u>188,063</u>
Administrative Expenses							
Supplies	435,210	433,940	39,144	394,796	9.02%	65,544	(26,400)
Services	2,274,790	2,276,060	740,613	1,535,447	32.54%	595,911	144,702
Total Administrative Expenses	<u>2,710,000</u>	<u>2,710,000</u>	<u>779,757</u>	<u>1,930,243</u>	<u>28.77%</u>	<u>661,455</u>	<u>118,302</u>
Fleet Expenses							
Fleet Supplies	5,000	5,000	-	5,000	-	-	-
Parts	450,000	450,000	127	449,873	0.03%	55,223	(55,096)
Fuel/Oil/Fluids	2,248,520	2,248,520	727,754	1,520,766	32.37%	389,538	338,216
Total Administrative Expenses	<u>2,703,520</u>	<u>2,703,520</u>	<u>727,881</u>	<u>1,975,639</u>	<u>26.92%</u>	<u>444,761</u>	<u>283,120</u>
Total Expenditures	<u>\$ 25,214,830</u>	<u>\$ 25,214,830</u>	<u>\$ 5,885,333</u>	<u>\$ 19,329,497</u>	<u>23.34%</u>	<u>\$ 5,295,848</u>	<u>\$ 589,485</u>
Excess (Deficiency) of Revenues Over Expenses			<u>\$ -</u>			<u>\$ (390,887)</u>	<u>\$ 390,887</u>

# Title VI Service Standards and Service Policies For Knoxville Area Transit (KAT)

## Monitoring Report

October 2022 (data collected in September 2022)

Vehicle Load Standard: 90% or more of all vehicle loads during any service period should not exceed the assigned vehicle's seated capacity by design.

*Monitoring Report: The attached chart shows that all routes in the KAT system meet the Vehicle Load Standard.*

2) Vehicle Headways Standard: Headways will be broken down by service types as follows, with system-wide average at less than or equal to 40 minutes:

1. Core Route Headways (major routes serving the four main corridors)  $\leq$  an average of 30 minutes
2. Local Route Headways (secondary routes)  $\leq$  an average of 45 minutes
3. Neighborhood Connectors  $\leq$  an average of 60 minutes

*Monitoring Report: The attached chart shows that the system-wide average meets the Vehicle Headways Standard. The overall headway has increased from previous monitoring reports for two reasons: service reductions due to covid and workforce shortages have caused an increase in headways. In addition, monitoring has changed from a focus on weekdays to an overall week-long analysis. Because routes run less frequently on weekends, this lowered the overall score for headways.*

3) On-Time Performance Standard: A vehicle is considered on time if it *departs* a scheduled timepoint -0- minutes early and no more than 5 minutes late. KAT's performance objective is 90% on-time or greater, systemwide.

*Monitoring Report: KAT is not currently meeting on-time performance standards. This is for two reasons: the first is that new AVL software has revealed that our previous software was not reporting accurately, making us unaware of the drop in performance. Second, many routes are on reduced service headways, meaning one bus is now doing the work of two. This is the case with Route 45 – Vestal, a minority route. The other minority routes, however, are on or near target for on-time performance.*

4) Service Availability Standard: The City of Knoxville will distribute transit service so that 80% of all residents in the KAT service area are within a ½-mile walk of a KAT bus stop.

*Monitoring Report: The attached Map 1 from the Title VI Plan shows that the Service Availability Standard is exceeded.*

5) Vehicle Assignment Policy: Vehicles will be assigned to routes in the North, South, East and West quadrants of KAT's service area so that the average age of the fleet serving each quadrant does not exceed the average fleet age by more than 4 years. Bus assignments take into account the operating characteristics of buses of various lengths, which are matched to the operating characteristics of the route. Neighborhood Service Routes and Local Routes with lower ridership may be assigned smaller vehicles than Core Routes. Some routes requiring tight turns on narrow streets may be assigned smaller vehicles able to navigate the route.

*Monitoring Report: The attached chart shows that each quadrant meets the Vehicle Assignment Policy.*

6) Transit Amenities Policy: Stops shall be established at key locations along each route, although exact location of the stop will be based upon the examination of many factors, such as the type of area (i.e commercial, public area, residential), ridership, ROW access and safety. For overall system efficiency, bus stops should generally be placed no less than .2 miles apart. Bus stop amenities, such as benches and shelters, shall be determined based on ridership levels, distribution of other amenities in the area, available right-of-way, adjacent land use, and local agency or private funding. Taking these constraints into account, amenities should be distributed on an equitable basis in all four quadrants of the KAT service area.

*Monitoring Report: The attached Map 5 from the Title VI Plan, and distribution chart show that the Transit Amenities Policy is met. In the south quadrant, amenities amounts are lower due to low percentage of overall route mileage, For the west quadrant, amenities amounts are higher due to having the highest mileage by quadrant. Additional shelters were added to the east quadrant over the last three years.*

# Title VI Service Standards and Service Policies for Knoxville Area Transit

Report **Sep-22**

This report shows service levels effective August 29, 2022. Over the past three years, KAT has had various service levels due to Covid. Currently there are reduced service levels, represented here.

Route	Minority Route?	Vehicle Load Standard				Vehicle Headways Standard				On Time Performance - September			Vehicle Assignment						
		% minority (33% threshold)	Average Seated Vehicle Capacity	% of trips exceed seated capacity	Meets standard?	Route type	Standard	Average Headway	Meets Standard?	Standard	Average On Time	Meets Standard?	Average Fleet Age	Average Assigned Vehicle Age	Meets Standard ? No more than	Average by Quadrant	Meets Standard		
11		11.16	32	less than 1%	✓	Core Route	≤ 0:30	0:32	X*	90%	82%	X*	6.3	8.8	✓	West Quadrant			
12	✓	51.08	32	less than 1%	✓	Local Route	≤ 0:45	0:31	✓	90%	86%	X	6.3	9.7	✓				
13		31.4	32	0%	✓	Local Route	≤ 0:45	1:00	X*	90%	90%	X*	6.3	5.1	✓				
16		26.38	12	0%	✓	Neighborhood Connector	≤ 1:00	1:00	✓	90%	83%	X	6.3	0.6	✓	North Quadrant			
17		29.69	32	0%	✓	Local Route	≤ 0:45	0:32	✓*	90%	61%	X*	6.3	0.7	✓			6.28	✓
20		32.53	22	0%	✓	Local Route	≤ 0:45	0:37	✓*	90%	85%	X*	6.3	4.8	✓				
21		22.13	20	0%	✓	Neighborhood Connector	≤ 1:00	1:00	✓	90%	91%	✓	6.3	0.7	✓	East Quadrant			
22		8.43	32	6%	✓	Core Route	≤ 0:30	0:27	✓*	90%	79%	X*	6.3	10.0	✓				
23	✓	35.8	22	0%	✓	Local Route	≤ 0:45	1:00	X*	90%	91%	✓	6.3	10.5	✓				
24		20.26	20	0%	✓	Neighborhood Connector	≤ 1:00	1:00	✓	90%	92%	✓	6.3	0.6	✓	6.61	✓		
30	✓	45.34	20	0%	✓	Neighborhood Connector	≤ 1:00	1:00	✓	90%	92%	✓	6.3	0.6	✓	South Quadrant			
31	✓	58.92	38	0%	✓	Core Route	≤ 0:30	0:32	X*	90%	94%	✓	6.3	5.3	✓				
32	✓	55.17	22	0%	✓	Local Route	≤ 0:45	0:35	✓*	90%	93%	✓	6.3	4.8	✓				
33	✓	42.31	22	0%	✓	Local Route	≤ 0:45	1:00	X*	90%	94%	✓	6.3	11.6	✓	Central Quadrant			
34	✓	67.29	20	0%	✓	Neighborhood Connector	≤ 1:00	0:34	✓*	90%	86%	X*	6.3	1.5	✓			4.47	✓
40		22.05	20	0%	✓	Neighborhood Connector	≤ 1:00	1:00	✓*	90%	62%	X*	6.3	0.6	✓				
41		13.65	32	0%	✓	Core Route	≤ 0:30	0:32	✓*	90%	62%	X	6.3	5.1	✓	South Quadrant			
42		0	32	0%	✓	Local Route	≤ 0:45	1:00	X*	90%	89%	X*	6.3	0.7	✓				
44		17.64	38	0%	✓	Local Route	≤ 0:45	0:30	✓	90%	66%	X*	6.3	10.2	✓				
45	✓	42.65	20	0%	✓	Neighborhood Connector	≤ 1:00	1:00	✓*	90%	63%	X*	6.3	5.1	✓	6.47	✓		
90		31.22	22	0%	✓	Local Route	≤ 0:45	1:00	✓	90%	84%	X	6.3	4.0	✓	Central Quadrant			
Orange Line		0	38	less than 1%	✓	Trolley	≤ 0:13	0:22	X*	90%	92%	X*	6.3	13.83	✓				
Green Line		9.39	38	0%	✓	Trolley	≤ 0:13	0:20	X*	90%	34%	X*	6.3	13.83	✓				
Blue Line		56.16	38	less than 1%	✓	Trolley	≤ 0:13	0:08	✓*	90%	49%	X*	6.3	8.9	✓	11.9	X		

System-wide	≤ 0:40	0:33	✓
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System-Wide	81%	X*
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Core Average	≤ 0:30	0:30	✓
Local Average	≤ 0:45	0:42	✓
Neighborhood			
Service Average	≤ 1:00	0:53	✓
Trolley Average	≤ 0:15	0:13	✓

Indicates a Minority Route

Routes with 33% or higher percent minority census tracts are considered minority routes.

\* All routes with asterisks are experiencing some level of service reduction.

# Map 4: KAT Service Availability

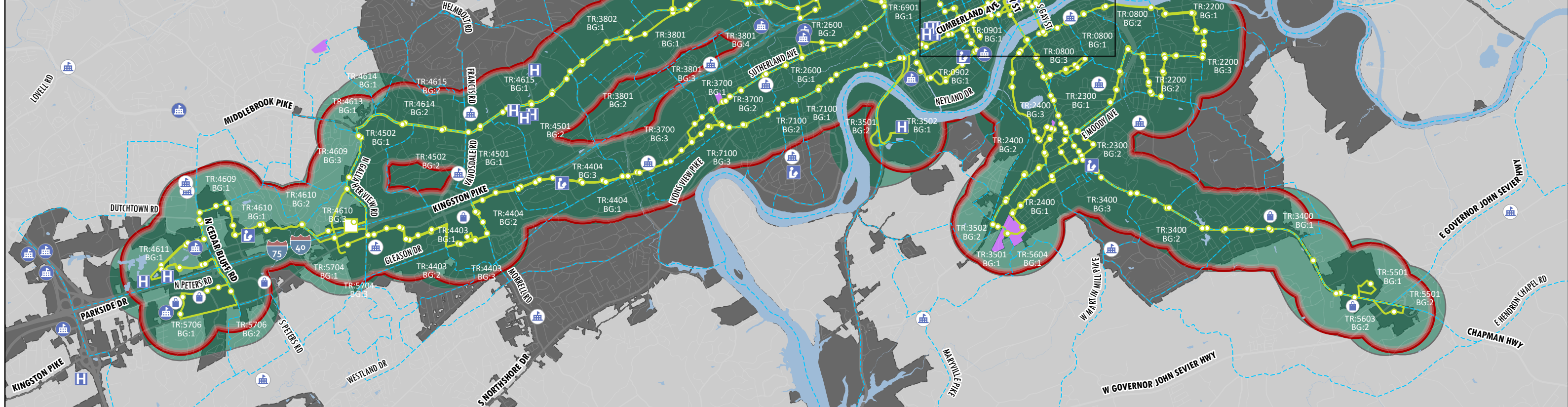
-  Bus Stop
-  Super Stop
-  Fixed Transit Facility
-  Public Schools
-  College or University
-  Hospital
-  Library
-  Shopping Center
-  KAT Fixed Route
-  2020 Census Block Group Boundary
-  Public Housing
-  Half-mile Walk to KAT Bus Stop
-  KAT Half-mile Service Area
-  City of Knoxville
-  Knox County

























This map shows that 95% of all residents within the KAT service area are within a half mile walk to a bus stop. This result exceeds the Title VI Report's stated goal of 80%.

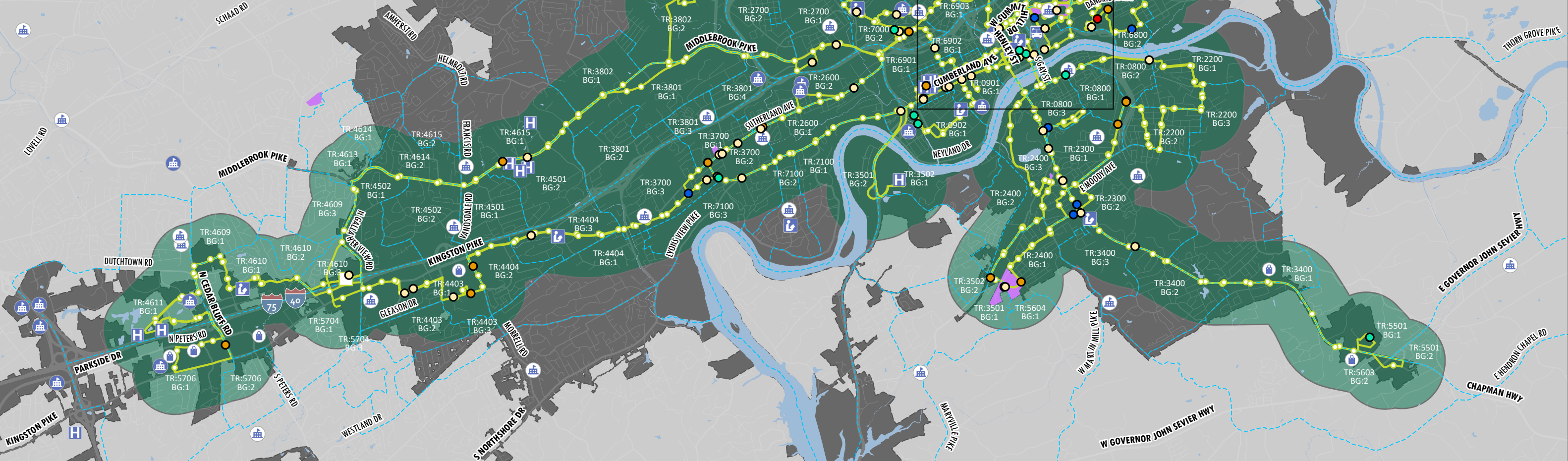
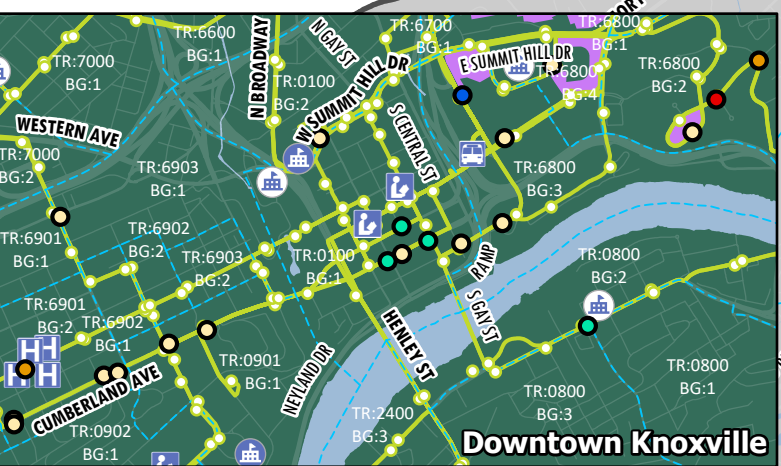


# Map 5: KAT Amenities

-  Shelter
-  Bench
-  Bus Stopper
-  Simme-seat
-  Leaning Rail
-  Bus Stop
-  Super Stop
-  Fixed Transit Facility
-  Public Schools
-  College or University
-  Hospital
-  Library
-  Shopping Center
-  KAT Fixed Route
-  2020 Census Block Group Boundary
-  Public Housing
-  KAT Half-mile Service Area
-  City of Knoxville







### Amenities Locations

	North	South	East	West	Totals
Shelters	25	10	18	33	86
Benches/Simme Seats/Leaning Rails	13	13	15	14	55
<b>Total Amenities</b>	<b>38</b>	<b>23</b>	<b>33</b>	<b>47</b>	<b>141</b>
Percent of amenities distribution by quadrant	27.0%	16.3%	23.4%	33.3%	
Percent overall ridership	29.1%	18.9%	21.5%	30.5%	

<i>Number of shelters added in the last 3 years</i>	0	1	7	2
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#### Notes:

Several shelters added as a result of the Magnolia Streetscapes Project (East)

Expansion of Simme Seat and Leaning Rail Program throughout the system, esp. south, where shelters more difficult.

Nine shelters were added in the North quadrant with the Central Streetscapes program during the previous 3-year period.

INDYA KINCANNON  
MAYOR  
(865)215-2040



**CITY OF KNOXVILLE**  
KNOXVILLE TRANSPORTATION AUTHORITY

**CHRIS CROUCH**  
CHAIR  
**JIM RICHARDS**  
VICE-CHAIR  
**MARY SMITH-BELL**  
RECORDING SECRETARY  
**SANDY BOOHER**  
**TOMMY SMITH**  
**MARK HAIRR**  
**DOUGLAS LAWYER**  
**CANDACE BRAKEWOOD**  
**KIMBERLY WATKINS**  
**CHRISTI KIRK**  
**JOHN LAWHORN**  
ATTORNEY TO K.T.A.

**RESOLUTION**  
**KNOXVILLE TRANSPORTATION AUTHORITY**

A Resolution of the Knoxville Transportation Authority  
Verifying consideration, awareness and approval of the  
Results of the KAT Title VI Monitoring Program for 2022.

WHEREAS, Knoxville Area Transit (KAT) is the provider of public transportation in the Knoxville Urbanized Area; and  
WHEREAS, KAT operates 50 or more fixed route vehicles in peak service and is located in a UZA of 200,000 or more in population; and  
WHEREAS, FTA Circular 4702.1B requires public transportation providers who meet this threshold to monitor their system against certain standards and policies; and  
WHEREAS, FTA Circular 4702.1B further requires that the governing board of said public transportation provider consider the results of the monitoring program and formally approve them; and  
WHEREAS, KAT and TPO staff have developed the required standards and policies and monitored the KAT system against them;

NOW, THEREFORE, BE IT RESOLVED BY THE KNOXVILLE TRANSPORTATION AUTHORITY (KTA):

Section 1: The KTA hereby acknowledges its receipt, consideration and approval of the results of the Title VI monitoring program

SECTION 2: This resolution shall take effect from and after its passage.

\_\_\_\_\_  
Chair, Knoxville Transportation Authority

\_\_\_\_\_  
Date