

Knoxville Transportation Authority

Meeting Date: Thursday, October 28, 2021



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INDYA KINCANNON
MAYOR
(865)215-2040



CITY OF KNOXVILLE
KNOXVILLE TRANSPORTATION AUTHORITY

AGENDA
KNOXVILLE TRANSPORTATION AUTHORITY
City-County Building Small Assembly Room

Thursday, October 28, 2021 at 3:00 pm

CHRIS CROUCH
CHAIR

JIM RICHARDS
VICE-CHAIR

RHONDA THOMPSON
RECORDING SECRETARY

SANDY BOOHER

LILIANA BURBANO BONILLA

MARK HAIRR

DOUGLAS LAWYER

AMELIA PARKER

KIMBERLY WATKINS

JOHN LAWHORN
ATTORNEY TO K.T.A.

- I. Determination of Quorum
- II. Public Hearing on Taxi Cab Rates
- III. Public Hearing on Reduced Service approval
- IV. Approval of Minutes – September 23, 2021
- V. Reports
 - A. KTA Chair
 - B. Commissioner's Comments
 - C. Staff
 - i. City of Knoxville Director of Transit
 - ii. TPO Transit Planner
- VI. New Business
 - i. Proposed Service Changes for January 2022
- VII. Old Business
- VIII. Public Comments
- IX. Set Next Meeting for November 18, 2021 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.

CITY COUNTY BUILDING 400 MAIN STREET KNOXVILLE, TENNESSEE 37902 (865)215-2090

Minutes
KNOXVILLE TRANSPORTATION AUTHORITY
Meeting held at City-County Building Main Assembly Room
Thursday, September 23, 2021 at 3:00 pm

I. Determination of Quorum

Chair Crouch called the meeting to order and acknowledged there was a quorum. Other Commissioners in attendance were as follows:

Commissioner Burbano-Bonilla
Commissioner Hairr
Commissioner Booher
Commissioner Parker
Commissioner Richards

II. Approval of Minutes- August 26, 2021

Chair Crouch requested approval of August 2021 minutes. Commissioner Burbano-Bonilla made a motion to approve the minutes and Commissioner Parker seconded that motion. The minutes were approved unanimously.

III. Reports

A. KTA Chair

Chair Crouch congratulated KAT on having an accident-free month. He also thanked the First Presbyterian Church youth group for donating snack packs for a lot of the operators at KAT.

B. Commissioner's Comments

There were no Commissioner comments.

C. Staff

i. City of Knoxville Director of Transit

Director Isaac Thorne highlighted the electric bus celebration that took place last week. He stated it was a great event which included an inaugural ride. He added that there is a tremendous amount of interest in the community for these buses and reminded everyone that they will not be in full service until January of 2022 to give time for all operators to be fully trained to operate them safely.

Chair Crouch asked if these electric buses will be used for any of the trolleys. Mr. Thorne responded that they will not.

Director of Planning and Public Information, Ms. Woodiel-Brill, stated that next month, KAT will be bringing some proposed changes, which if approved, would take place in January 2021. The first proposal is one to permanently adjust Route 11- Kingston Pike, to not directly serve the West Town Mall front door as was done in the past. She added that they have been working with the mall on some alternatives and she should have more information to share at the meeting next month. She also stated that this is one of the items that will be brought forth next month for the Board's consideration.

Ms. Woodiel-Brill stated that there will also be a couple of route adjustments, one being Route 11 that is just a couple of blocks change. The other is just a minor change to route 24 with timing related to Sunshine Industries. She added that all proposals will be finalized and presented as soon as they are ready.

Chair Hairr asked if this change to Route 11 would result in not serving the property at West Town Mall. Ms. Woodiel-Brill responded yes, that is what the proposal will state. Mr. Hairr also stated that he hopes there will be detailed information available about the effects this change might cause. Ms. Woodiel-Brill stated that yes, there will be research provided at next month's meeting.

Commissioner Burbano-Bonilla ask if there have been consideration given in the new Route 11 proposals, to those needing access to the mall by wheelchair or other means. Ms. Woodiel-Brill responded yes, consideration has been given and access from Morell as opposed to Montview which is a much smaller parking distance from the entrance. Mall management is considering adding sidewalk infrastructure

and she hopes to have more details soon. Commissioner Burbano-Bonilla asked if there is a certain timeline in place for these changes. Ms. Woodiel-Brill responded that the proposal is for January of 2022 and the vote will be at the October meeting.

Attorney Lawhorn added that a lot of times there is no choice in what access is allowed at privately owned places of business. Ms. Woodiel-Brill added that the mall management has been asked to provide a formal letter stating their position on this matter.

Commissioner Booher asked if they are working with any people with disabilities to discuss these matters. Ms. Woodiel-Brill stated that they have been working closely with Westview Towers since it is an area affected by these changes. They have also been working directly with city engineering to come up with more crosswalks and maybe a mid-block crosswalk.

ii. TPO Transit Planner

Doug Burton stated that he has been discussing the three studies they have been granted funds to complete and that the primary consultants have been chosen. These will be Jarrett Walker and Associates, Michael Baker International, Equitable Cities, ETC Institute and also Urban Transportation Associates. The completed study should be finished some time in beginning the new year.

IV. New Business

Western Heights Update:

Director of Planning and Public Information stated that she has been involved with transforming Western. She stated that it is a great planning project going on for the Western Heights property as well as the adjoining neighborhoods. KCDC will be applying for a Choice Neighborhood Improvement Grant. She stated that this is no average grant; it is a 30 million dollar application. Ms. Woodiel-Brill added that the process for preparing for this has been in-depth and KCDC has done such an incredible job at meeting with area residents, identifying those to act as ambassadors, conducting a needs assessment, and holding stakeholder meetings. Many categories have been looked at including: employment, safety and security, health and nutrition, transportation, outdoor spaces, children and several other different aspects. She added that starting in October or November, they will actually start putting that application

together. KAT has been involved in all of this process. Ms. Woodiel-Brill also said that residents of Western Heights were provided preloaded tablets including the KAT Transit App. and other local services. Survey results included looking at way the residents traveled, their own transportation, someone else they know and KAT bus were the top three methods of travel. There were many positive comments about transit itself. They are pleased with the number of bus stops available. They are not as happy with the ability to bike or walk safely in the neighborhood. She added that there has been a lot of feedback and creative ideas given during this process.

Commissioner Burbano-Bonilla asked if KAT has a say in where the buses can come through in that neighborhood. Ms. Woodiel-Brill responded that yes, they have provided great options that would work and continued discussions are happening.

Title IV Analysis:

Director of Transit, Isaac Thorne started out with information on the Title IV Analysis which will require a vote at next month's KTA Board meeting. He stated that over the past 18 months, KAT has run on a reduced service schedule due to the workforce shortage. He stated that they want to get back to a normal schedule as soon as possible, but since Delta came along there is not a certain date to do so. This is why he is requesting an extension for this reduced service continuance. Mr. Thorne added that currently KAT has 184 operators, 15 of which are in training. The goal is to reach 200. He also stated that another issue is the new electric buses, which all mechanics and operators have to be trained on in order to operate them safely.

Commissioner Burbano-Bonilla asked if this proposal is approved and things start to improve quickly, could that extension be changed and KAT return to normal operation in less than one year. Ms. Woodiel-Brill stated that because the reduction has lasted longer than a year, it does require a vote and KAT will still return to regular service as soon as possible. Mr. Lawnhorn added that the year point is usually when a Title IV Analysis becomes necessary.

Commissioner Parker wanted clarification that this is less of a budget necessity and more of just needing time to train new operators. Director Thorne responded, yes that is correct.

Commissioner Burbano-Bonilla asked if individual routes would be able to be changed back to normal as the staff shortage lessons. Mr. Thorne said they can look at increasing certain routes as the staffing shortage lessons.

Commissioner Parker asked if a new contract has been agreed upon with KAT and Mr. Thorne responded that yes, the contract has been extended for one year.

Commissioner Richards asked how long it takes from the time a new operator is hired to the time they are able to drive a route on their own. Mr. Thorne responded that it takes 6-8 weeks to get them fully trained.

Director Thorne stated that a reduced fare model was implemented in February of this year and this expires in December 2021. For the same reason a reduced service schedule is needed, he also asked for reduced fare to be approved by the board. He stated that he will most likely be coming back to the board next summer asking for another fare structure due to an upgrade in technology such as mobile ticketing. He asked that the board please vote on this today.

Commissioner Hairr made a motion to approve the resolution contained in the packet and Commissioner Burbano-Bonilla seconded that motion. It was approved unanimously.

Taxi Cab Fare Increase:

Mr. James Reschiniti, a taxi cab owner has requested an increase in taxi cab rates which hasn't occurred in more than ten years. He would like this to include an initial meter pull of \$5, a rate increase of \$2.50/mile with an additional person charge of \$2.50 and a .50 cents per minute wait time.

Mr. Reschiniti shared his views and reasons for this request. Knoxville Police Department Taxi Inspector, Sgt. Peebles stated that he is impartial in the request for these increases. He also stated it could take up to six months to make these changes to all meters once approved.

Commissioner Burbano-Bonilla expressed her concern that only one person is standing before the board with this request. She would like to see more than a sheet with signatures in representation for this request.

Commissioner Burbano-Bonilla made a motion to approve voting on this matter at the next board meeting after a public hearing is held. Commissioner Richards seconded that motion. It was approved unanimously.

V. Old Business

There was no old business.

VI. Public Comment

There were no public comments.

VII. Set Next Meeting and Adjourn

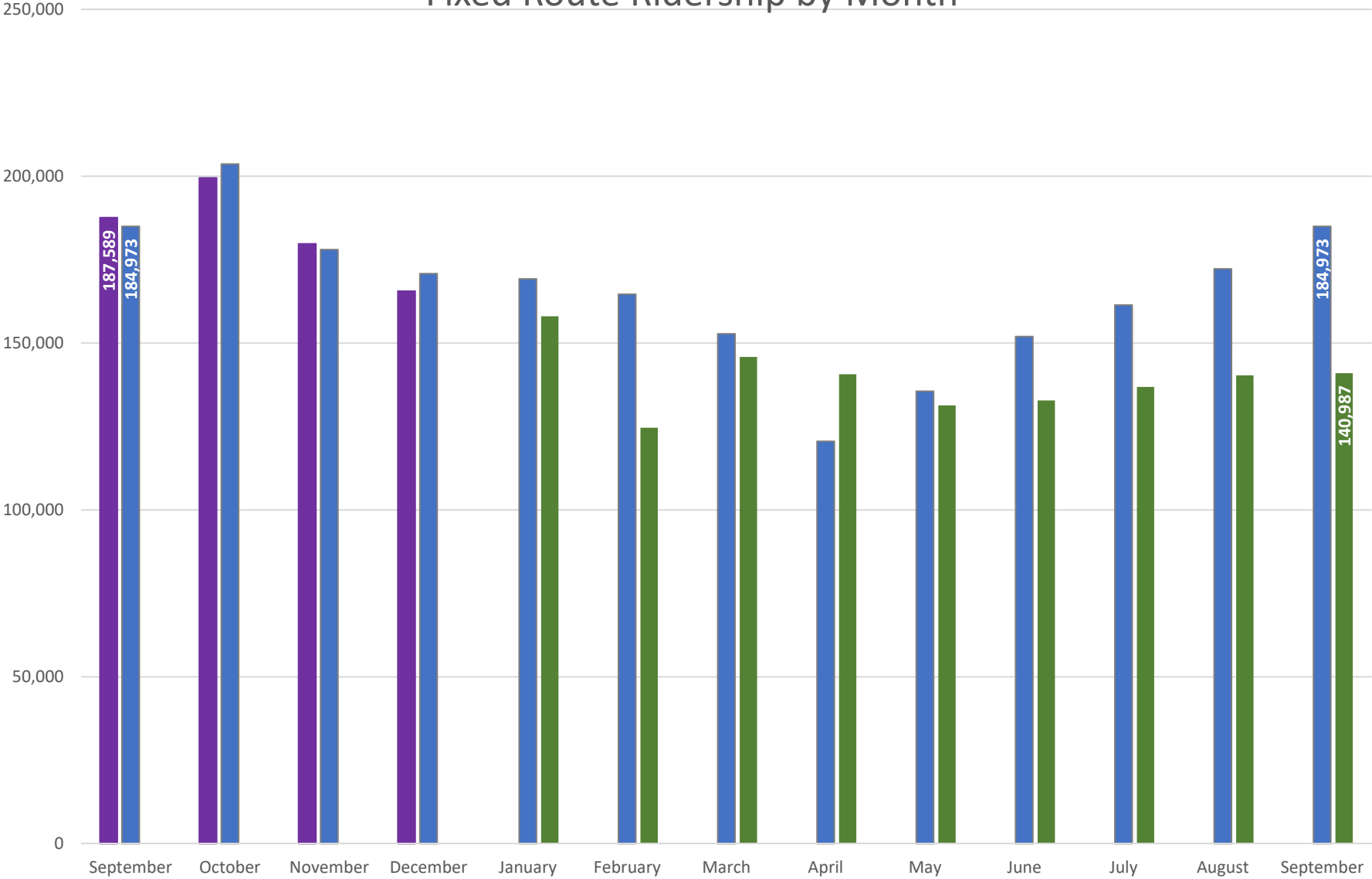
The next meeting was set for October 28, 2021 at 3:00 p.m.in the Small Assembly Room at the City-County building.

Respectfully submitted,

A handwritten signature in black ink that reads "Rhonda Thompson". The signature is written in a cursive style with a large initial "R".

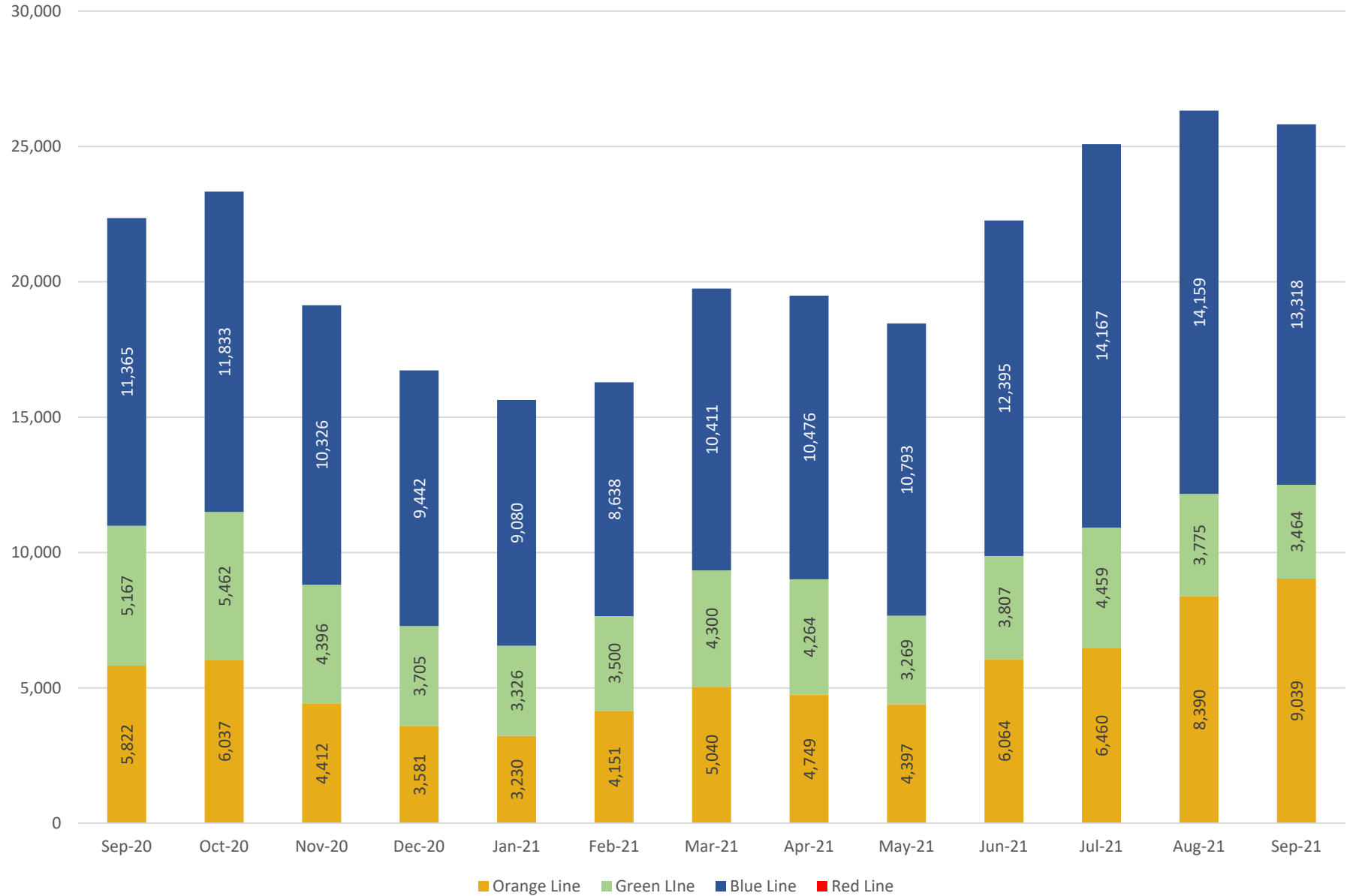
Rhonda Thompson
KTA Recording Secretary

Fixed Route Ridership by Month

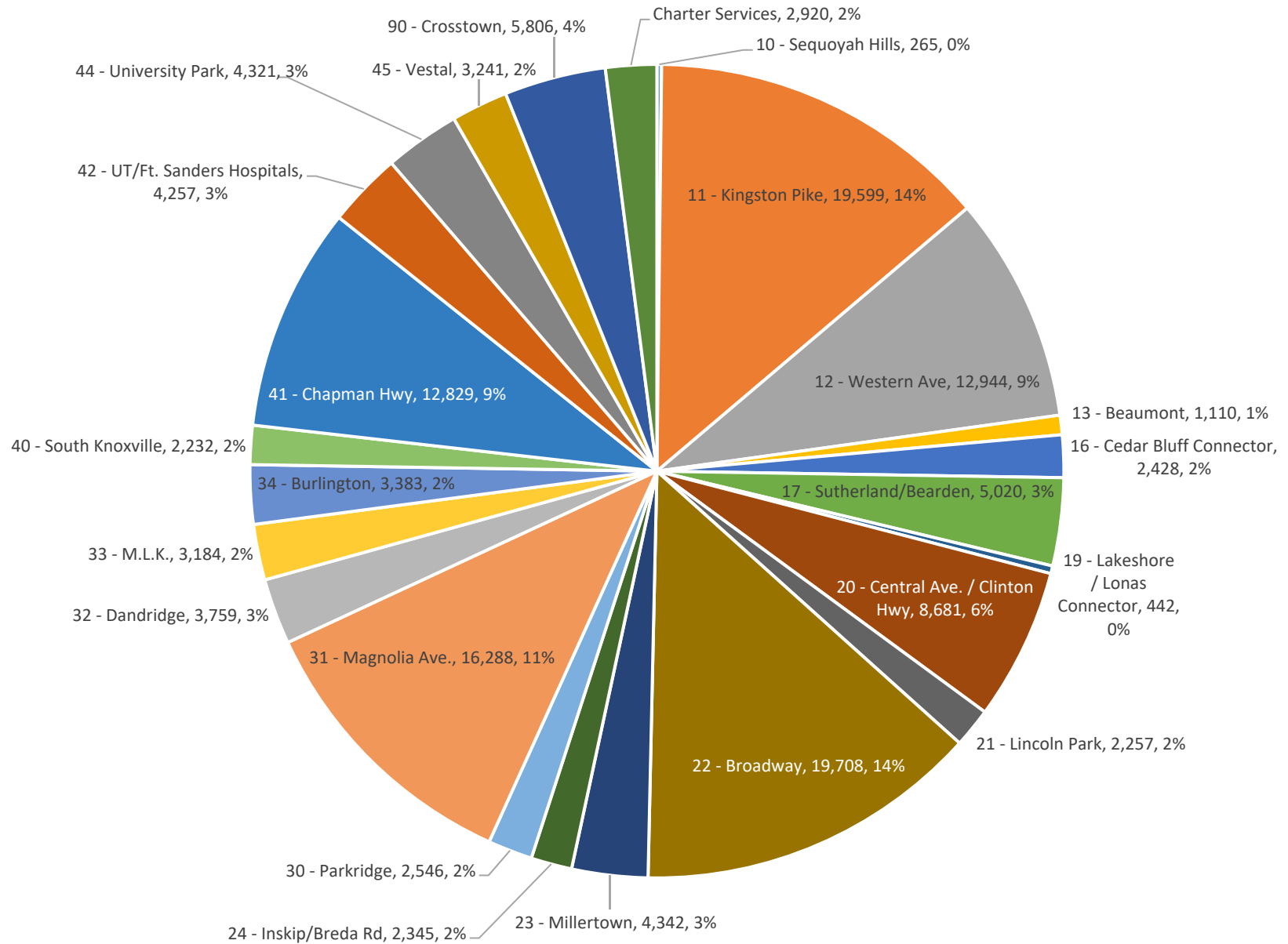


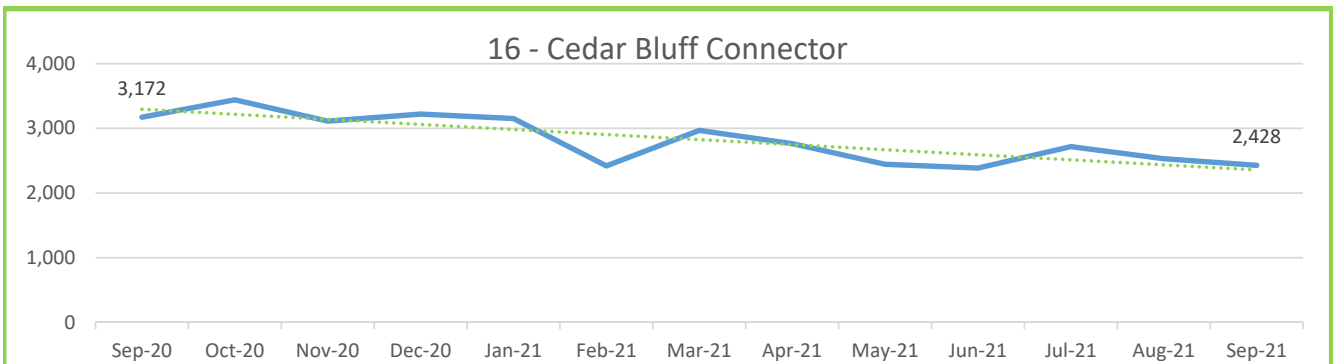
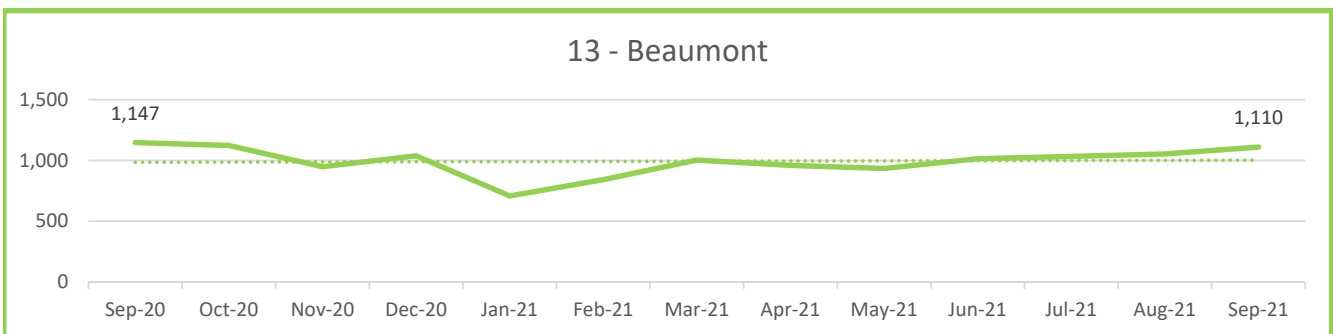
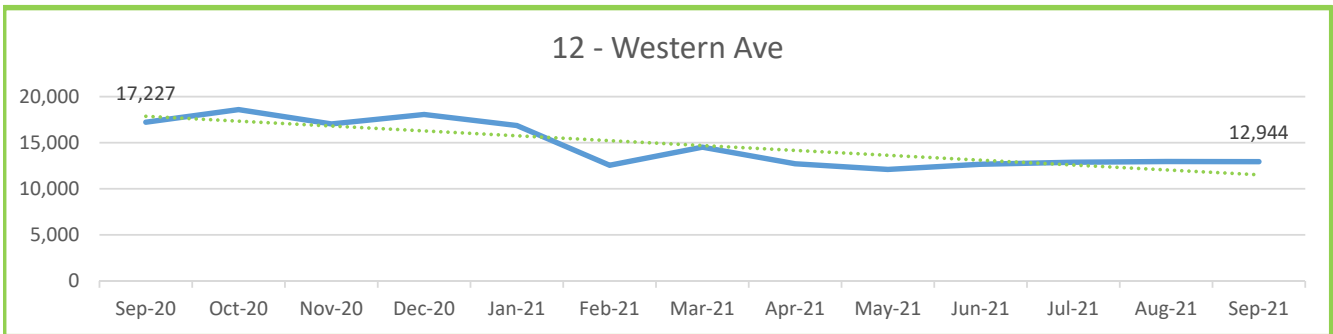
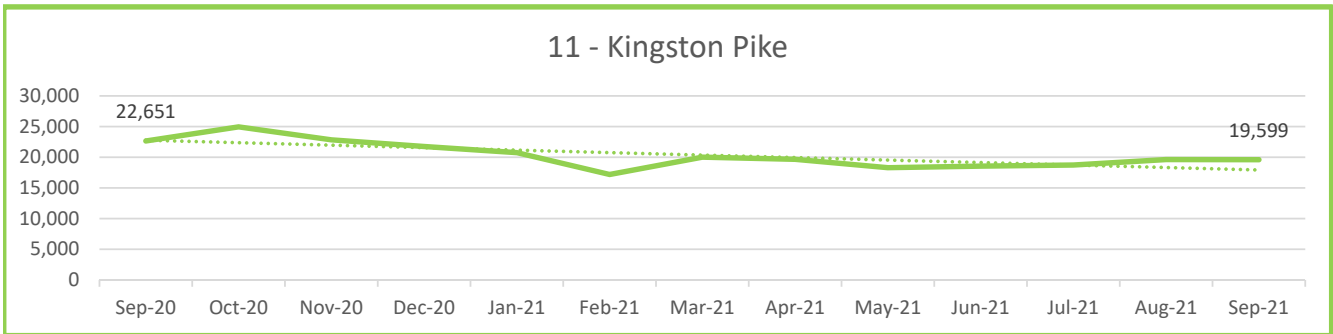
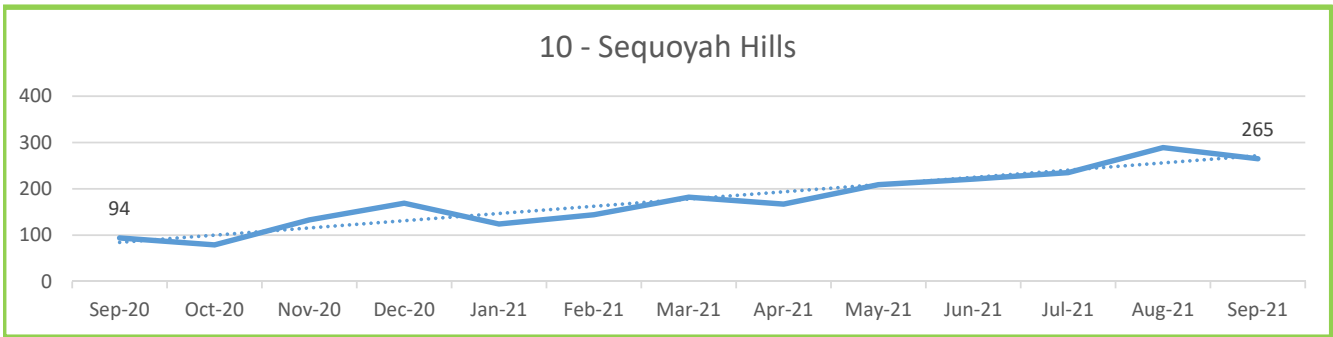
■ 2019 ■ 2020 ■ 2021

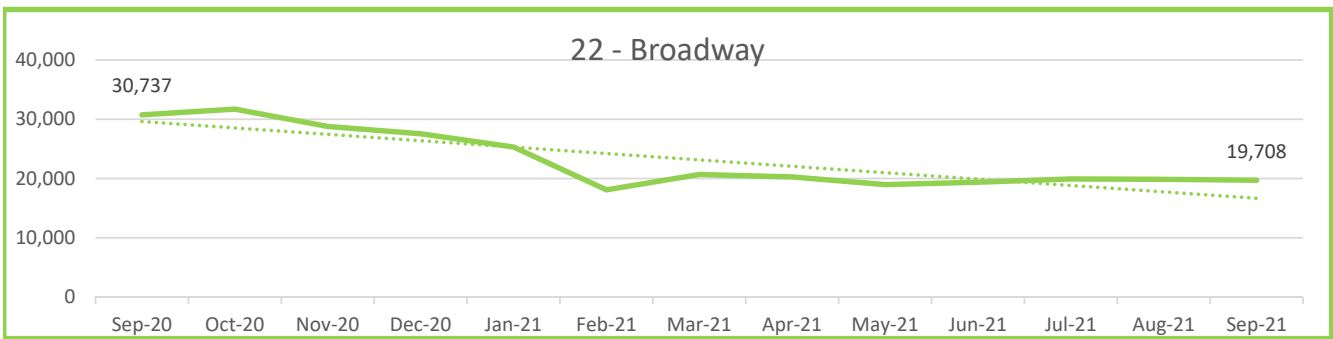
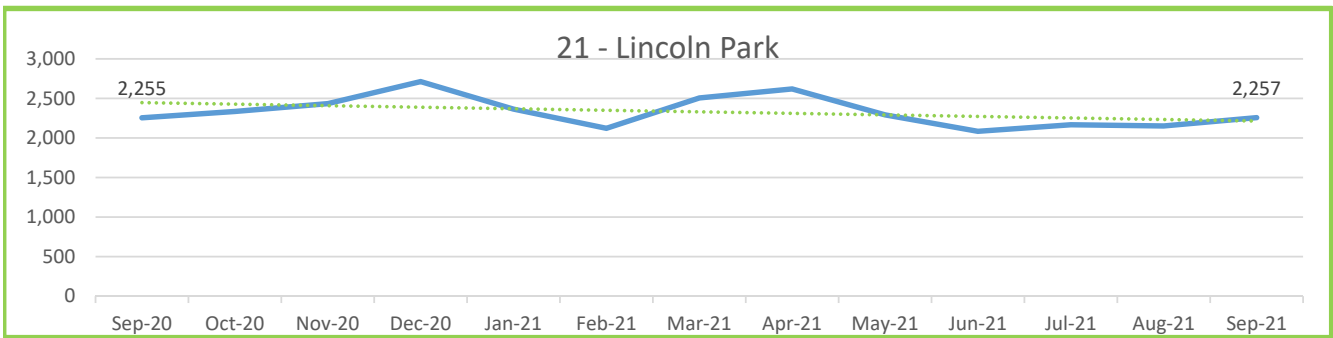
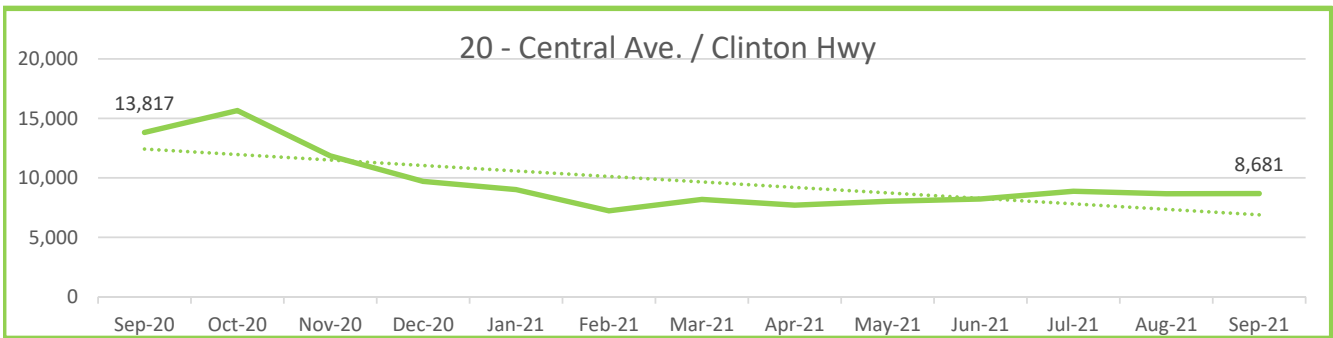
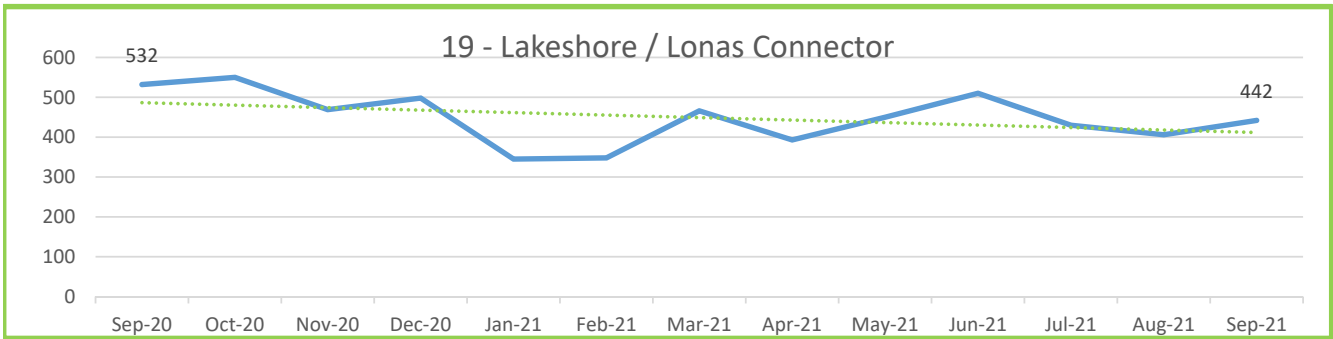
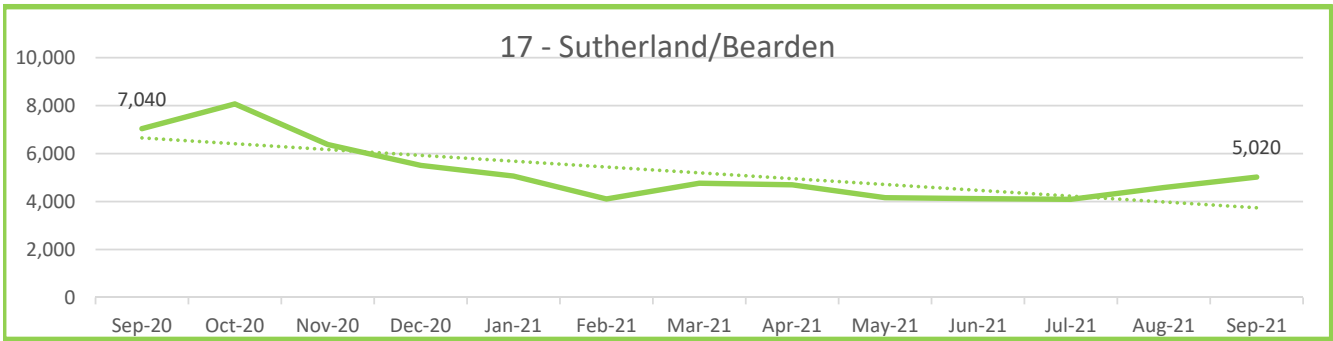
Trolley Ridership

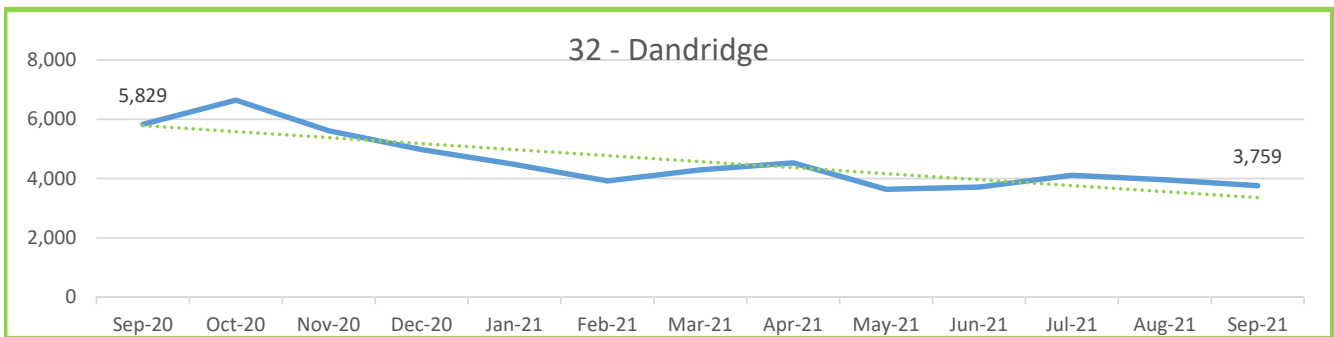
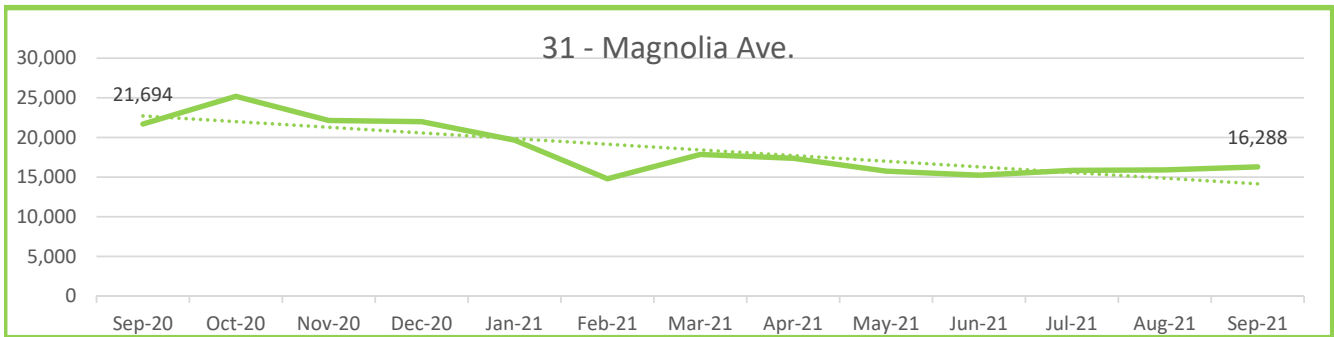
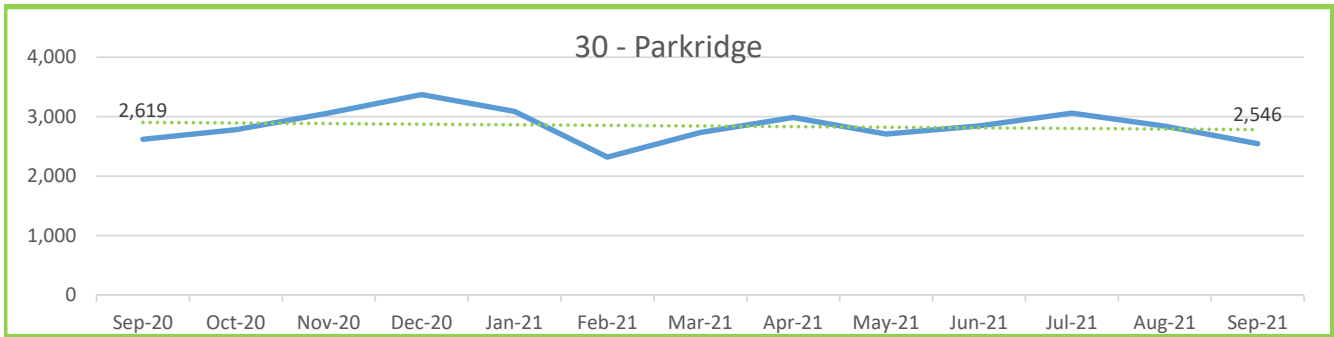
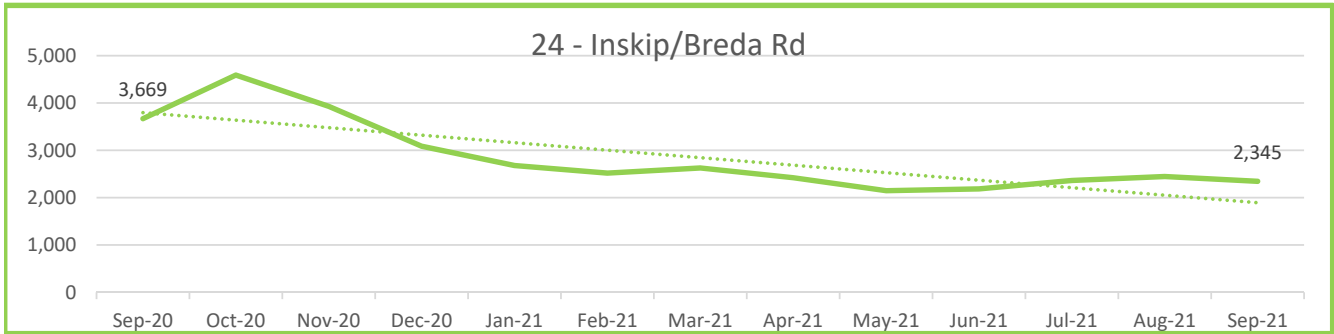
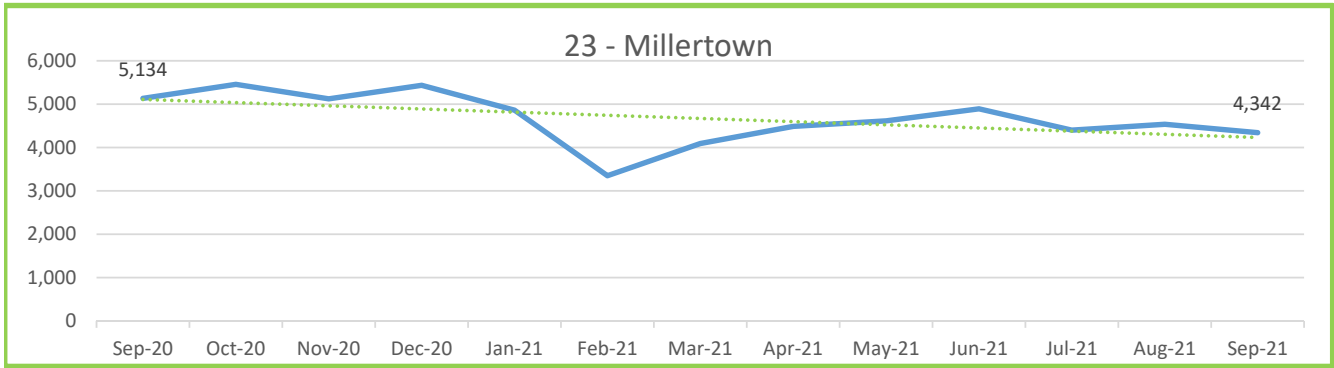


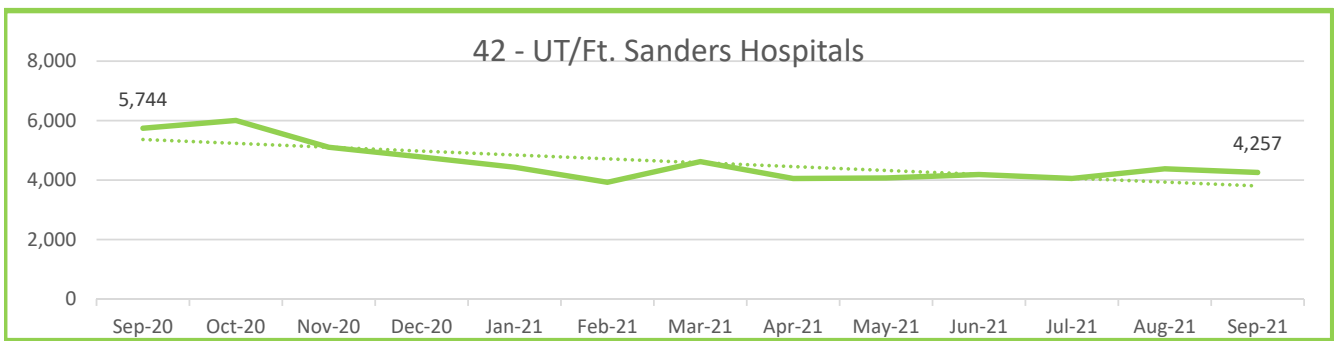
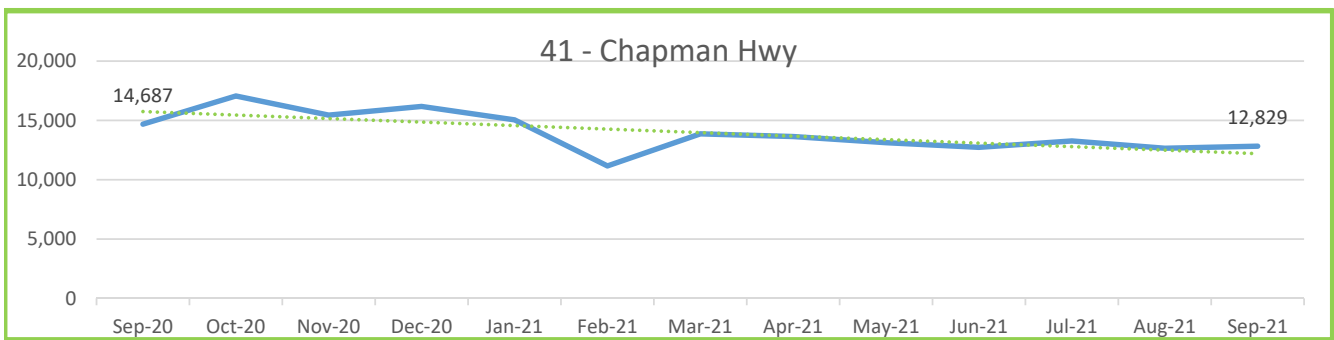
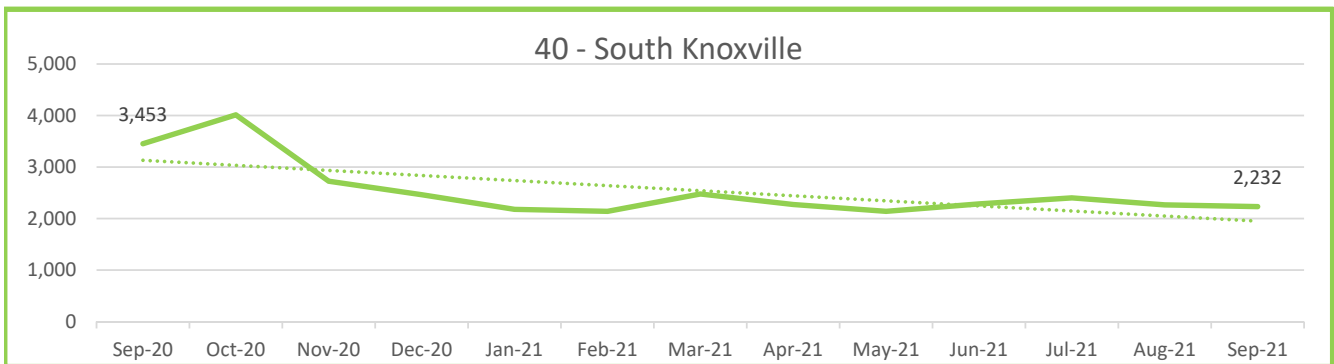
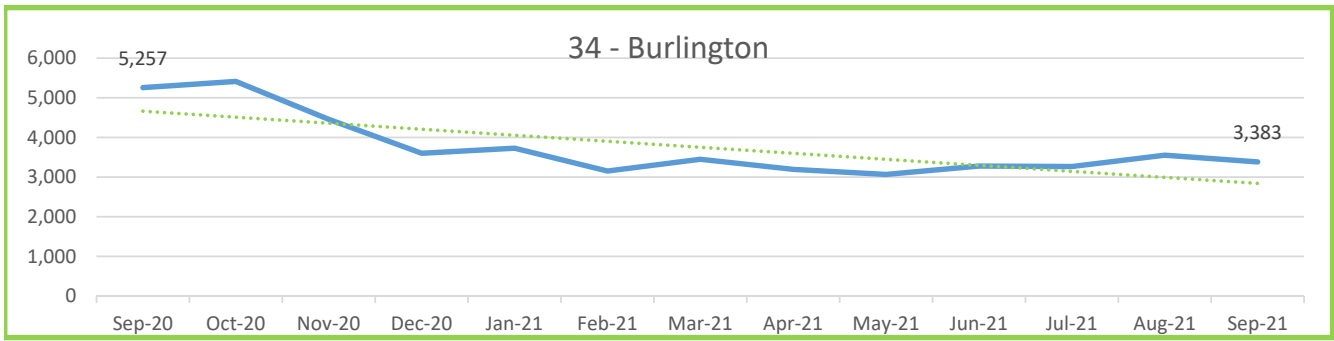
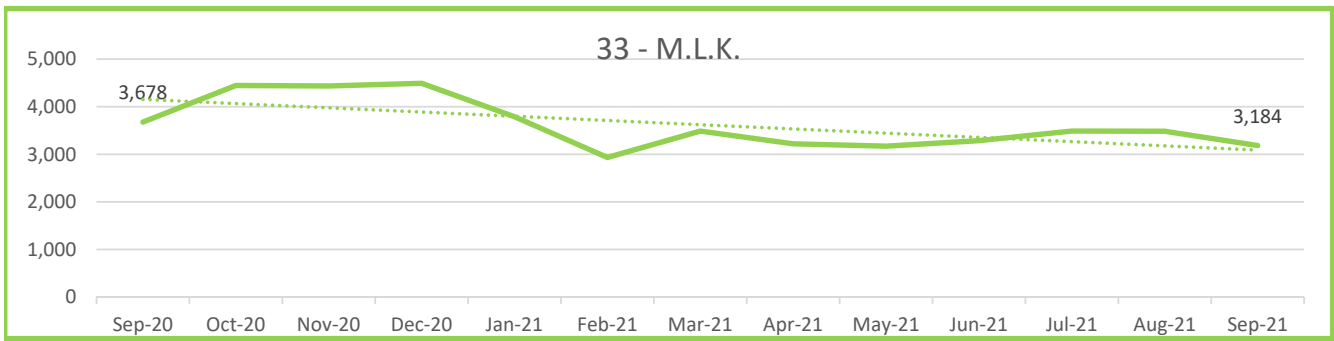
September 2021 System Ridership by Route

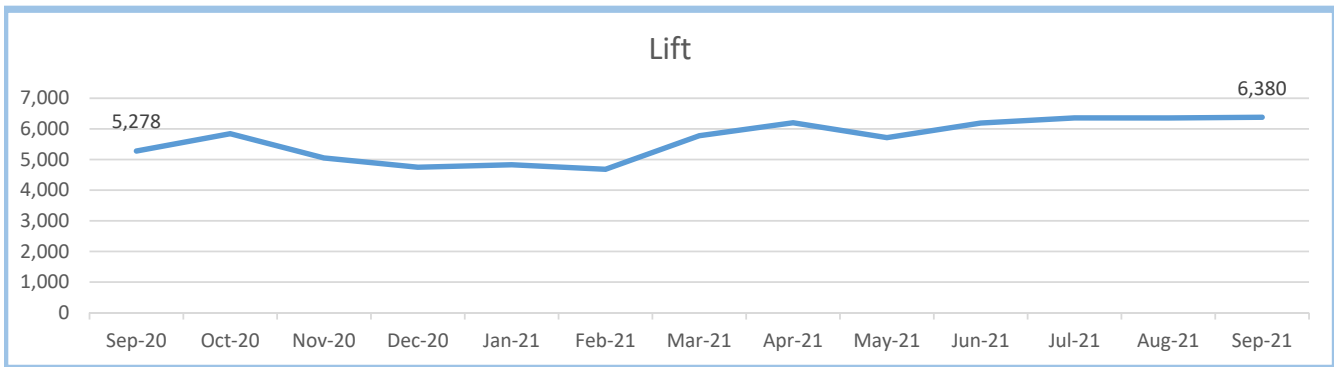
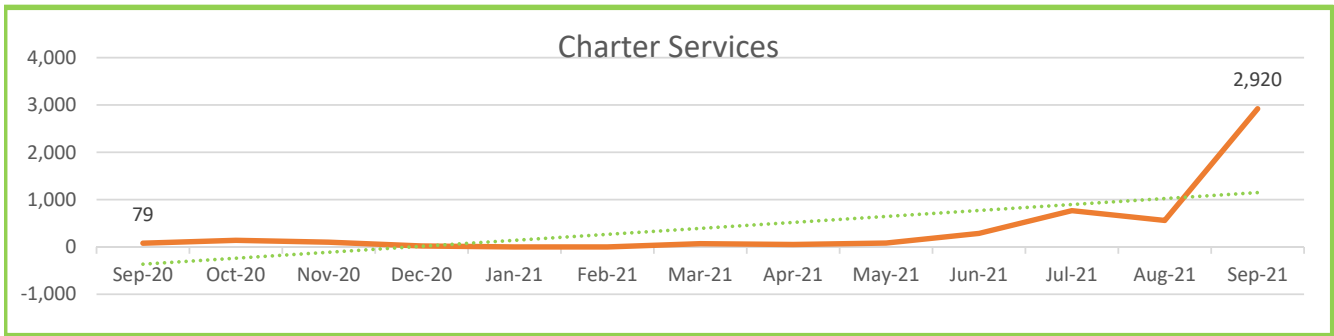
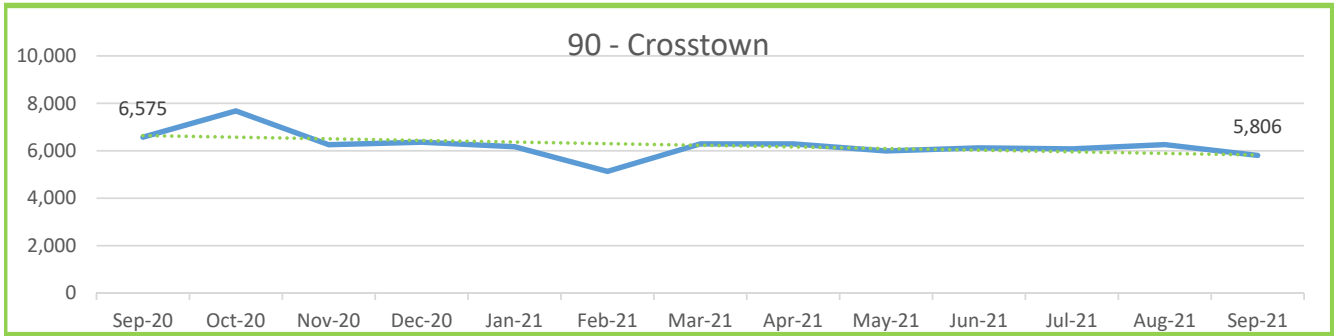
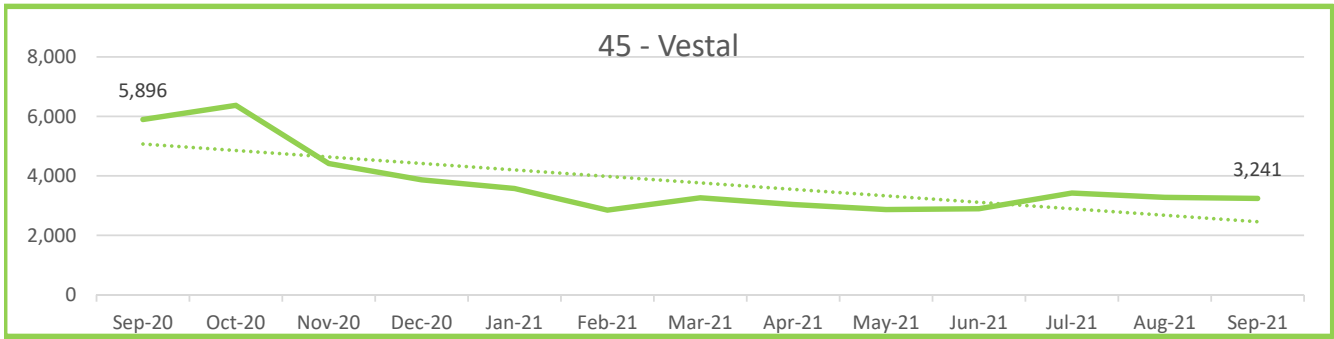
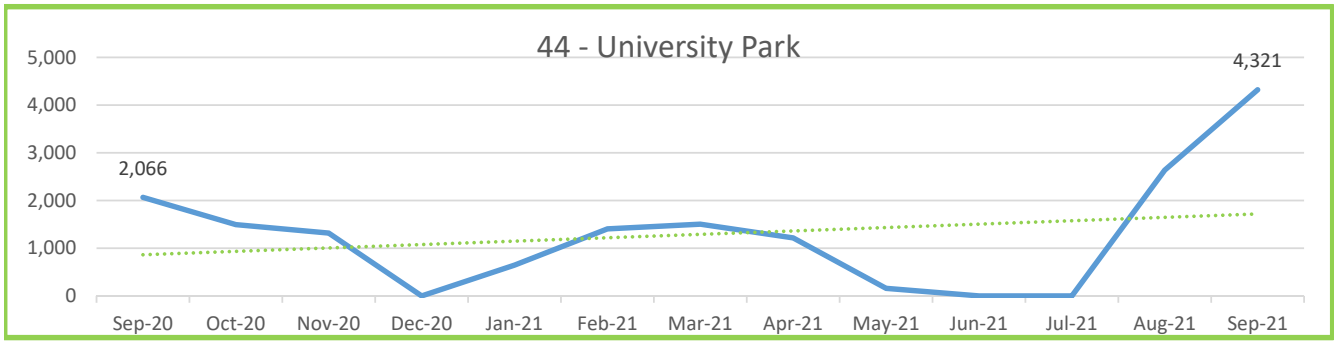














KNOXVILLE AREA TRANSIT

SYSTEM PERFORMANCE REPORT

September, 2021

	<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>
FIXED ROUTE SERVICE						
Total Passengers	166,808	207,327	-20%	495,427	582,049	-15%
System Generated Revenue				\$285,853	\$97,693	193%
Revenue Veh. Miles	196,931	240,545	-18%	589,747	721,019	-18%
Revenue Veh. Hours	15,947	19,385	-18%	47,600	57,970	-18%
Passengers/Mile	0.85	0.86	-2%	0.84	0.81	4%
Passengers/Hour	10.46	10.70	-2%	10.41	10.04	4%
Preventable Accidents	0	1	-100%	0	5	-100%
Mechanical Road Calls	26	34	-24%	64	84	-24%
Accidents/100,000 Miles	0.00	0.42	-42%	0.00	0.69	-100%
Miles/Road Failure	7,574	7,075	7%	9,215	8,584	7%
DEMAND RESPONSE						
					0	
Total Passengers	6,380	5,278	21%	19,096	15,186	26%
System Generated Revenue				\$31,414	\$0	0%
Revenue Veh. Miles	42,015	37,099	13%	126,362	109,251	16%
Revenue Veh. Hours	3,001	2,781	8%	8,983	8,136	10%
Passengers/Mile	0.15	0.14	7%	0.15	0.14	9%
Passengers/Hour	2.13	1.90	12%	2.13	1.87	14%
Preventable Accidents	0	0	0%	0	1	-100%
Mechanical Road Calls	4	4	0%	6	6	0%
Accidents/100,000 Miles	0.00	0.00	0%	0.00	0.92	-100%
Miles/Road Failure	10,504	9,275	13%	21,060	18,209	16%
CHARTER SERVICE						
					0	
Charters	2,920	79	3596%	4,247	441	863%
Sports Charters	0	0	0%	0	0	0%
Total Passengers	2,920	79	3596%	4,247	441	863%
Revenue						0%
Football Shuttle Charters				\$28,850	\$0	0%
Trolley Charters				\$5,850	\$4,750	23%
Total Miles	1,767	26	6696%	2,142	270	693%
Total Hours	391.5	8.0	4794%	480	46	943%



KAT
KNOXVILLE AREA TRANSIT
ROUTE PERFORMANCE REPORT
September, 2021

ROUTE NUMBER	ROUTE NAME	RIDERSHIP	Percentage of Ridership	MILES	Percentage of Miles	HOURS	Percentage of Hours	Passg/ Mile	Passg/ Hour
10	Sequoyah Hills	265	0.2%	955	0.5%	96	0.7%	0.28	2.76
11	Kingston Pike	19,599	13.9%	20,494	11.1%	1,717	12.2%	0.96	11.41
12	Western Ave	12,944	9.2%	17,839	9.7%	1,344	9.6%	0.73	9.63
13	Beaumont	1,110	0.8%	3,709	2.0%	270	1.9%	0.30	4.10
16	Cedar Bluff Connector	2,428	1.7%	4,781	2.6%	377	2.7%	0.51	6.44
17	Sutherland/Bearden	5,020	3.6%	5,684	3.1%	438	3.1%	0.88	11.46
19	Lakeshore/Lonas Connector	442	0.3%	4,790	2.6%	282	2.0%	0.09	1.57
20	Central Ave/Clinton Hwy	8,681	6.2%	8,807	4.8%	544	3.9%	0.99	15.96
21	Lincoln Park	2,257	1.6%	4,493	2.4%	353	2.5%	0.50	6.40
22	Broadway	19,708	14.0%	15,318	8.3%	1,137	8.1%	1.29	17.33
23	Millertown	4,342	3.1%	8,293	4.5%	724	5.1%	0.52	6.00
24	Inskip/Breda Rd	2,345	1.7%	6,359	3.4%	460	3.3%	0.37	5.10
30	Parkridge	2,546	1.8%	3,351	1.8%	264	1.9%	0.76	9.66
31	Magnolia Ave.	16,288	11.6%	13,272	7.2%	1,116	7.9%	1.23	14.59
32	Dandridge	3,759	2.7%	5,111	2.8%	328	2.3%	0.74	11.46
33	M.L.K.	3,184	2.3%	4,292	2.3%	346	2.5%	0.74	9.20
34	Burlington	3,383	2.4%	6,085	3.3%	416	3.0%	0.56	8.14
40	South Knoxville	2,232	1.6%	6,034	3.3%	428	3.0%	0.37	5.22
41	Chapman Hwy	12,829	9.1%	14,082	7.6%	862	6.1%	0.91	14.89
42	UT/Ft Sanders Hospitals	4,257	3.0%	6,324	3.4%	789	5.6%	0.67	5.39
44	University Park	4,321	3.1%	2,646	1.4%	305	2.2%	1.63	14.19
45	Vestal	3,241	2.3%	5,219	2.8%	364	2.6%	0.62	8.90
90	Crosstown	5,806	4.1%	16,441	8.9%	1,096	7.8%	0.35	5.30
	Other/ Unknown	0							
SUB TOTAL LINE SERVICE		140,987		184,379		14,055		0.76	10.03
82	Trolley (Orange Line)	9,039	35.0%	6,373	50.8%	1,015	53.7%	1.42	8.90
84	Trolley (Green Line)	3,464	13.4%	1,592	12.7%	272	14.4%	2.18	12.73
86	Trolley (Blue Line)	13,318	51.6%	4,588	36.5%	604	32.0%	2.90	22.03
SUB TOTAL TROLLEY SERVICES		25,821		12,552		1,892		2.06	13.65
TOTAL PASSENGERS WITH TROLLEYS		166,808		196,931		15,947		0.85	10.46
LIFT SERVICE		6,380		42,015		3,001		0.15	2.13
TOTAL SCHEDULED SERVICES		173,188		238,946		18,948		0.72	9.14
TOTAL CHARTER SERVICES		2,920		1,767		392		1.65	7.46
GRAND TOTAL ALL KAT SERVICES		176,108		240,713		19,339		0.73	9.11

City of Knoxville
Schedule of Revenues & Expenses Compared to Budget
September, 2021

	Current Year:					Prior Year:	
	Original Budget	Current Budget	Actual	Variance		Actual - Prior Year	Variance
Revenue							
Charges for Service							
Farebox & Pass Revenue	\$ 475,000	\$ 475,000	\$ 147,322	\$ (327,678)	31.02%	\$ -	\$ 147,322
Ticket Sales	530,000	530,000	82,677	(447,323)	15.60%	10,655	72,022
Miscellaneous Subsidies - KAT	75,000	75,000	65,000	(10,000)	86.67%	65,000	-
Football Shuttle	115,000	115,000	28,850	(86,150)	25.09%	-	28,850
Charter Fees	12,500	12,500	5,850	(6,650)	46.80%	5,050	800
UT Trolley Subsidy	88,150	88,150	22,038	(66,112)	25.00%	22,038	-
Miscellaneous Revenue	3,000	3,000	93	(2,907)	3.10%	118	(25)
Total Operating Revenue	<u>1,298,650</u>	<u>1,298,650</u>	<u>351,830</u>	<u>(946,820)</u>	27.09%	<u>102,861</u>	<u>248,969</u>
Non-Operating Revenues							
Federal Grants	-	-	-	-	-	-	-
State Contribution	3,462,800	3,462,800	577,134	(2,885,666)	16.67%	833,210	(256,076)
Transit Grant Revenues	6,282,780	6,282,780	323,296	(5,959,484)	5.15%	97,155	226,141
General Fund Transfer	13,315,340	13,315,340	4,232,791	(9,082,549)	31.79%	3,244,680	988,111
Total Non-Operating Revenues	<u>23,060,920</u>	<u>23,060,920</u>	<u>5,133,221</u>	<u>(17,927,699)</u>	22.26%	<u>4,175,045</u>	<u>958,176</u>
Total Revenue	<u>\$ 24,359,570</u>	<u>\$ 24,359,570</u>	<u>\$ 5,485,051</u>	<u>\$ (18,874,519)</u>	22.52%	<u>\$ 4,277,906</u>	<u>\$ 1,207,145</u>
Expenditures							
Personal Services							
Wages, Taxes & Retirement Contributions	\$ 15,068,220	\$ 15,048,220	\$ 3,271,329	\$ 11,776,891	21.74%	\$ 3,133,580	\$ 137,749
Employee Group Insurance/Benefits	3,957,850	3,957,850	918,209	3,039,641	23.20%	1,052,993	(134,784)
Total Personal Services	<u>19,026,070</u>	<u>19,006,070</u>	<u>4,189,538</u>	<u>14,816,532</u>	22.04%	<u>4,186,573</u>	<u>2,965</u>
Administrative Expenses							
Supplies	430,210	450,870	65,544	385,326	14.54%	137,500	(71,956)
Services	2,259,270	2,258,610	540,217	1,718,393	23.92%	491,961	48,256
Total Administrative Expenses	<u>2,689,480</u>	<u>2,709,480</u>	<u>605,761</u>	<u>2,103,719</u>	22.36%	<u>629,461</u>	<u>(23,700)</u>
Fleet Expenses							
Fleet Supplies	500	500	-	500	0.00%	-	-
Parts	400,000	400,000	300,214	99,786	75.05%	49,489	250,725
Fuel/Oil/Fluids	2,243,520	2,243,520	389,538	1,853,982	17.36%	304,158	85,380
Total Administrative Expenses	<u>2,644,020</u>	<u>2,644,020</u>	<u>689,752</u>	<u>1,954,268</u>	26.09%	<u>353,647</u>	<u>336,105</u>
Total Expenditures	<u>\$ 24,359,570</u>	<u>\$ 24,359,570</u>	<u>\$ 5,485,051</u>	<u>\$ 18,874,519</u>	22.52%	<u>\$ 5,169,681</u>	<u>\$ 315,370</u>
Excess (Deficiency) of Revenues Over Expenses			<u>\$ -</u>			<u>\$ (891,775)</u>	<u>\$ 891,775</u>

MEMORANDUM

To: Knoxville Transportation Authority
From: Belinda Woodiel-Brill
Date: October 12, 2021
Re: Proposed changes for January 2022



KAT is proposing two service changes for January 2022. These include the following:

1. Route 11 – Kingston Pike: a routing change to eliminate service into the West Town Mall property, along with associated timepoint adjustments
2. Route 12 – Western Avenue: a minor routing change to eliminate issues related to service along a narrow residential street

These proposals are shown in greater detail on the following pages. Neither of these changes is defined as a major service change, so a Title VI analysis is not required. KAT staff recommends approval of these proposed changes.

If approved, these service changes would occur in January of 2022.

Item #1 – Route 11 – Kingston Pike

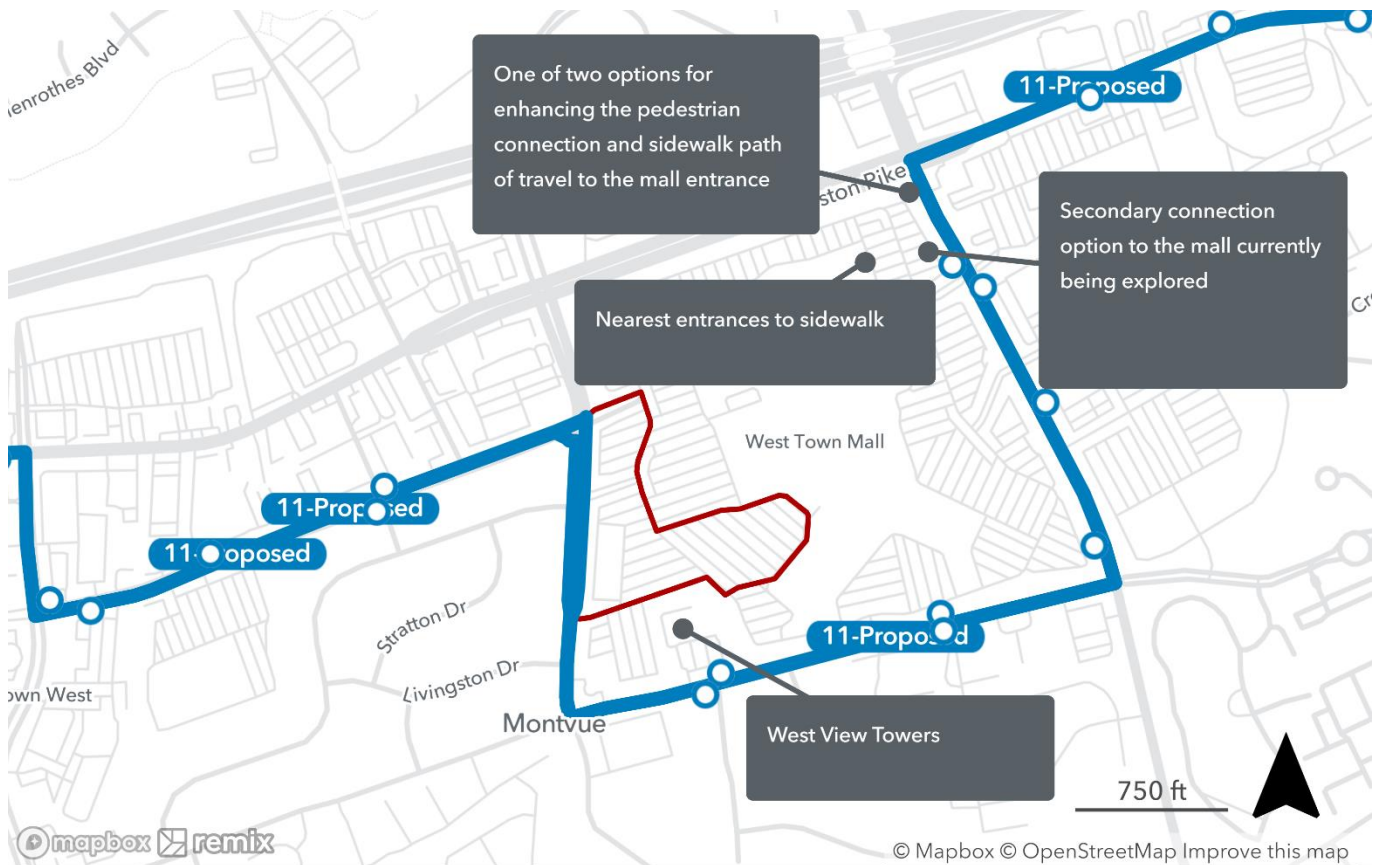
Prior to extensive construction and renovations within the West Town Mall Property, KAT was entering the mall property from Montvue Road, serving the south side of Westview Towers, and serving the mall entrance at Belk Department Store. KAT has been on detour since construction began at on the mall property around two years ago. The detour and associated changes at the mall have provided an opportunity to take an overall look at the routing in the area and the current passenger needs, in coordination with the mall management and Westview Towers residents – the two main partners in this area.

Pre-Covid ridership numbers seem to confirm that KAT passengers were not heavily using the stop at the mall entrance. Numbers for a two-week period indicate 8-9 boardings at that location, averaging less than one boarding per day. Discussions with Westview Towers residents indicated that their primary destinations were Wal Mart or inbound on Route 11. KAT staff has also had several conversations with Westview Towers residents and management regarding bus stop access both inbound and outbound along Gleason Rd. A new mid-block crosswalk or other pedestrian enhancements that would improve access to the inbound bus stop on Gleason have been requested of the City's Engineering department, and that plan is ongoing.

KAT staff has been working with the mall management on the issue of access as well. Reconfiguration of the parking area created additional challenges to direct service by bus. However, the mall management together with KAT and the City's ADA coordinator have been working on options to maintain a path of

travel from a KAT stop on Morrell to the nearest mall entrance. The mall is currently examining a couple of options, and they expect to have this completed within the next year.

The time saved by not entering the mall has created some proposed timepoint adjustments. This time buffer will allow the bus to more reliably reach transfer destinations at both Walbrook and at Knoxville Station. The proposed timepoint adjustments are attached.



Proposed timepoint changes follow. Those include:

- Moving the outbound timepoint on Ray Mears back by five minutes – the time that would have been spent entering the mall. This allows the bus to reach the Walbrook Superstop more quickly and reliably, giving ample time for transfers with Routes 16 and 90.
- Moving the location of the inbound timepoint currently at Northshore back to the top of Bearden Hill, and pushing that timepoint back by five minutes – again, the time saved not entering the mall. This allows the bus to keep moving on toward downtown, where heavier congestion often slows the bus and impacts on-time performance.

PROPOSED Route 11 - Kingston Pike - WEEKDAY SCHEDULE

Effective Date: January, 2022

Direct Mall Service Eliminated

Timepoints move back 5 minutes

Direct Mall Service Eliminated

Timepoint Location moves to top of Bearden Hill

Timepoints move back 5 minutes

1	2	3	4	5	6	7	8	9	10	11	12	13
KNOXVILLE STATION	CUMBERLAND AT JAMES AGEE	KINGSTON PK LYONS VIEW	KINGSTON PK KINGSTON POINTE	WEST-TOWN MALL	RAY MEARS DOWNTOWN WEST	WAL MART	RAY MEARS DOWNTOWN WEST	WEST-TOWN MALL	KINGSTON PK ALBUNDA DR.	KINGSTON PK LYON VIEW	CUMBERLAND AT JAMES AGEE	KNOXVILLE STATION
Going away from downtown						Transfer to 16, 90						
						5:45	5:52	6:01	6:05	6:15	6:25	6:40
						6:15	6:22	6:31	6:35	6:45	6:55	7:10
						6:45	6:52	7:01	7:05	7:15	7:25	7:40
6:15	6:22	6:34	6:44	7:01	6:59	7:15	7:22	7:31	7:35	7:45	7:55	8:10
6:45	6:52	7:04	7:14	7:31	7:29	7:45	7:52	8:01	8:05	8:15	8:25	8:40
7:15	7:22	7:34	7:44	8:01	7:59	8:15	8:22	8:31	8:35	8:45	8:55	9:10
7:45	7:52	8:04	8:14	8:31	8:29	8:45	8:52	9:01	9:05	9:15	9:25	9:40
8:15	8:22	8:34	8:44	9:01	8:59	9:15	9:22	9:31	9:35	9:45	9:55	10:10
8:45	8:52	9:04	9:14	9:31	9:29	9:45	9:52	10:01	10:05	10:15	10:25	10:40
9:15	9:22	9:34	9:44	10:01	9:59	10:15	10:22	10:31	10:35	10:45	10:55	11:10
9:45	9:52	10:04	10:14	10:31	10:29	10:45	10:52	11:01	11:05	11:15	11:25	11:40
10:15	10:22	10:34	10:44	11:01	10:59	11:15	11:22	11:31	11:35	11:45	11:55	12:10
10:45	10:52	11:04	11:14	11:31	11:29	11:45	11:52	12:01	12:05	12:15	12:25	12:40
11:15	11:22	11:34	11:44	12:01	11:59	12:15	12:22	12:31	12:35	12:45	12:55	1:10
11:45	11:52	12:04	12:14	12:31	12:29	12:45	12:52	1:01	1:05	1:15	1:25	1:40
12:15	12:22	12:34	12:44	1:01	12:59	1:15	1:22	1:31	1:35	1:45	1:55	2:10
12:45	12:52	1:04	1:14	1:31	1:29	1:45	1:52	2:01	2:05	2:15	2:25	2:40
1:15	1:22	1:34	1:44	2:01	1:59	2:15	2:22	2:31	2:35	2:45	2:55	3:10
1:45	1:52	2:04	2:14	2:31	2:29	2:45	2:52	3:01	3:05	3:15	3:25	3:40
2:15	2:22	2:34	2:44	3:01	2:59	3:15	3:22	3:31	3:35	3:45	3:55	4:10
2:45	2:52	3:04	3:14	3:31	3:29	3:45	3:52	4:01	4:05	4:15	4:25	4:40
3:15	3:22	3:34	3:44	4:01	3:59	4:15	4:22	4:31	4:35	4:45	4:55	5:10
3:45	3:52	4:04	4:14	4:31	4:29	4:45	4:52	5:01	5:05	5:15	5:25	5:40
4:15	4:22	4:34	4:44	5:01	4:59	5:15	5:22	5:31	5:35	5:45	5:55	6:10
4:45	4:52	5:04	5:14	5:31	5:29	5:45	5:52	6:01	6:05	6:15	6:25	6:40
5:15	5:22	5:34	5:44	6:01	5:59	6:15	6:22	6:31	6:35	6:45	6:55	7:10
5:45	5:52	6:04	6:14	6:31	6:29	6:45	6:52	7:01	7:05	7:15	7:25	7:40
6:15	6:22	6:34	6:44	7:01	6:59	7:15	7:22	7:31	7:35	7:45	7:55	8:10
6:45	6:52	7:04	7:14	7:31	7:29	7:45	7:52	8:01	8:05	8:15	8:25	8:40
7:15	7:22	7:34	7:44	8:01	7:59	8:15	8:22	8:31	8:35	8:45	8:55	9:10
7:45	7:52	8:04	8:14	8:31	8:29	8:45	8:52	9:01	9:05	9:15	9:25	9:40
8:15	8:22	8:34	8:44	9:01	8:59	9:15	9:22	9:31	9:35	9:45	9:55	10:10
8:45	8:52	9:04	9:14	9:31	9:29	9:45	9:52	10:01	10:05	10:15	10:25	10:40
9:15	9:22	9:34	9:44	10:01	9:59	10:15	10:22	10:31	10:35	10:45	10:55	11:10
9:45	9:52	10:04	10:14	10:31	10:29	10:40						11:00
10:15	10:22	10:34	10:44	11:01	10:59	11:15	11:22	11:31	11:35	11:45	11:55	
11:15	11:22	11:34	11:44	12:01	11:59	12:10						

PROPOSED Route 11 - Kingston Pike - SATURDAY SCHEDULE

Effective Date: January, 2022

Direct Mall Service Eliminated

Timepoints move back 5 minutes

Direct Mall Service Eliminated

Timepoint Location moves to top of Bearden Hill

Timepoints move back 5 minutes

1	2	3	4	5	6	7	8	9	10	11	12	13
KNOXVILLE STATION	CUMBERLAND AT JAMES AGEE	KINGSTON PK LYONS VIEW	KINGSTON PK KINGSTON POINTE	WEST-TOWN MALL	RAY MEARS DOWNTOWN WEST	WAL MART	RAY MEARS DOWNTOWN WEST	WEST-TOWN MALL	KINGSTON PK ALBUNDA DR.	KINGSTON PK LYON VIEW	CUMBERLAND AT JAMES AGEE	KNOXVILLE STATION
Going away from downtown						Transfer to 16, 90						
						7:15	7:22	7:31	7:35	7:45	7:55	8:10
						7:45	7:52	8:01	8:05	8:15	8:25	8:40
7:15	7:22	7:34	7:44	8:01	7:59	8:15	8:22	8:31	8:35	8:45	8:55	9:10
7:45	7:52	8:04	8:14	8:31	8:29	8:45	8:52	9:01	9:05	9:15	9:25	9:40
8:15	8:22	8:34	8:44	9:01	8:59	9:15	9:22	9:31	9:35	9:45	9:55	10:10
8:45	8:52	9:04	9:14	9:31	9:29	9:45	9:52	10:01	10:05	10:15	10:25	10:40
9:15	9:22	9:34	9:44	10:01	9:59	10:15	10:22	10:31	10:35	10:45	10:55	11:10
9:45	9:52	10:04	10:14	10:31	10:29	10:45	10:52	11:01	11:05	11:15	11:25	11:40
10:15	10:22	10:34	10:44	11:01	10:59	11:15	11:22	11:31	11:35	11:45	11:55	12:10
10:45	10:52	11:04	11:14	11:31	11:29	11:45	11:52	12:01	12:05	12:15	12:25	12:40
11:15	11:22	11:34	11:44	12:01	11:59	12:15	12:22	12:31	12:35	12:45	12:55	1:10
11:45	11:52	12:04	12:14	12:31	12:29	12:45	12:52	1:01	1:05	1:15	1:25	1:40
12:15	12:22	12:34	12:44	1:01	12:59	1:15	1:22	1:31	1:35	1:45	1:55	2:10
12:45	12:52	1:04	1:14	1:31	1:29	1:45	1:52	2:01	2:05	2:15	2:25	2:40
1:15	1:22	1:34	1:44	2:01	1:59	2:15	2:22	2:31	2:35	2:45	2:55	3:10
1:45	1:52	2:04	2:14	2:31	2:29	2:45	2:52	3:01	3:05	3:15	3:25	3:40
2:15	2:22	2:34	2:44	3:01	2:59	3:15	3:22	3:31	3:35	3:45	3:55	4:10
2:45	2:52	3:04	3:14	3:31	3:29	3:45	3:52	4:01	4:05	4:15	4:25	4:40
3:15	3:22	3:34	3:44	4:01	3:59	4:15	4:22	4:31	4:35	4:45	4:55	5:10
3:45	3:52	4:04	4:14	4:31	4:29	4:45	4:52	5:01	5:05	5:15	5:25	5:40
4:15	4:22	4:34	4:44	5:01	4:59	5:15	5:22	5:31	5:35	5:45	5:55	6:10
4:45	4:52	5:04	5:14	5:31	5:29	5:45	5:52	6:01	6:05	6:15	6:25	6:40
5:15	5:22	5:34	5:44	6:01	5:59	6:15	6:22	6:31	6:35	6:45	6:55	7:10
5:45	5:52	6:04	6:14	6:31	6:29	6:45	6:52	7:01	7:05	7:15	7:25	7:40
6:15	6:22	6:34	6:44	7:01	6:59	7:15	7:22	7:31	7:35	7:45	7:55	8:10
6:45	6:52	7:04	7:14	7:31	7:29	7:45	7:52	8:01	8:05	8:15	8:25	8:40
7:15	7:22	7:34	7:44	8:01	7:59	8:15	8:22	8:31	8:35	8:45	8:55	9:10
7:45	7:52	8:04	8:14	8:31	8:29	8:45	8:52	9:01	9:05	9:15	9:25	9:40
8:15	8:22	8:34	8:44	9:01	8:59	9:15	9:22	9:31	9:35	9:45	9:55	10:10
8:45	8:52	9:04	9:14	9:31	9:29	9:45	9:52	10:01	10:05	10:15	10:25	10:40
9:15	9:22	9:34	9:44	10:01	9:59	10:15	10:22	10:31	10:35	10:45	10:55	11:10
9:45	9:52	10:04	10:14	10:31	10:29	10:40						11:00
10:15	10:22	10:34	10:44	11:01	10:59	11:15	11:22	11:31	11:35	11:45	11:55	
11:15	11:22	11:34	11:44	12:01	11:59	12:10						

PROPOSED Route 11 - Kingston Pike - SUNDAY SCHEDULE

Effective Date: January, 2022

Direct Mall Service Eliminated

Timepoints move back 5 minutes

Direct Mall Service Eliminated

Timepoint Location moves to top of Bearden Hill

Timepoints move back 5 minutes

1	2	3	4	5	6	7	8	9	10	11	12	13
KNOXVILLE STATION	CUMBERLAND AT JAMES AGEE	KINGSTON PK LYONS VIEW	KINGSTON PK KINGSTON POINTE	WEST-TOWN MALL	RAY MEARS DOWNTOWN WEST	WAL MART	RAY MEARS DOWNTOWN WEST	WEST-TOWN MALL	KINGSTON PK ALBUNDA DR.	KINGSTON PK LYON VIEW	CUMBERLAND AT JAMES AGEE	KNOXVILLE STATION
Going away from downtown						Transfer to 16, 90						
8:15	8:22	8:34	8:44	9:01	8:59	9:15	9:22	9:31	9:35	9:45	9:55	10:10
9:15	9:22	9:34	9:44	10:01	9:59	10:15	10:22	10:31	10:35	10:45	10:55	11:10
10:15	10:22	10:34	10:44	11:01	10:59	11:15	11:22	11:31	11:35	11:45	11:55	12:10
11:15	11:22	11:34	11:44	12:01	11:59	12:15	12:22	12:31	12:35	12:45	12:55	1:10
12:15	12:22	12:34	12:44	1:01	12:59	1:15	1:22	1:31	1:35	1:45	1:55	2:10
1:15	1:22	1:34	1:44	2:01	1:59	2:15	2:22	2:31	2:35	2:45	2:55	3:10
2:15	2:22	2:34	2:44	3:01	2:59	3:15	3:22	3:31	3:35	3:45	3:55	4:10
3:15	3:22	3:34	3:44	4:01	3:59	4:15	4:22	4:31	4:35	4:45	4:55	5:10
4:15	4:22	4:34	4:44	5:01	4:59	5:15	5:22	5:31	5:35	5:45	5:55	6:10
5:15	5:22	5:34	5:44	6:01	5:59	6:15	6:22	6:31	6:35	6:45	6:55	7:10
6:15	6:22	6:34	6:44	7:01	6:59	7:15	7:22	7:31	7:35	7:45	7:55	8:10
7:15	7:22	7:34	7:44	8:01	7:59	8:10						
8:15	8:22	8:34	8:44	9:01	8:59	9:10						

Item #2 - Route 12 – Western Avenue

The Route 12 – Western Avenue travels through neighborhood streets within the Mechanicsville area. The inbound and outbound buses often meet along Boyd Street, which is a narrow neighborhood street with on-street parking. This can create issues along the street, and delay buses. Working with some neighborhood residents who have expressed concern about the buses in the area, KAT is proposing an adjustment to the inbound routing, moving the bus one block north to Calloway Street to avoid the issue of buses meeting along the route. Two bus stops would be affected, as the stops would be moved one short block north.

