

Knoxville Transportation Authority

Meeting Date: Thursday, November 18, 2021



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INDYA KINCANNON
MAYOR
(865)215-2040



CITY OF KNOXVILLE
KNOXVILLE TRANSPORTATION AUTHORITY

AGENDA
KNOXVILLE TRANSPORTATION AUTHORITY

City County Building Main Assembly Room
Thursday, November 18, 2021 at 3:00 pm

CHRIS CROUCH
CHAIR

JIM RICHARDS
VICE-CHAIR

MARY SMITH-BELL
RECORDING SECRETARY

SANDY BOOHER

LILIANA BURBANO BONILLA

MARK HAIRR

DOUGLAS LAWYER

AMELIA PARKER

KIMBERLY WATKINS

CHRISTI KIRK

JOHN LAWHORN
ATTORNEY TO K.T.A.

- I. Determination of Quorum
- II. Approval of Minutes –October 28, 2021
- 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
- V. Old Business
- VI. Public Comments
- VII. Set Next Meeting for December 16, 2021 (Third Thursday of the month) 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 Small Assembly Room
Thursday, October 28, 2021 at 3:00 pm

I. Determination of Quorum

Chair Crouch acknowledged that there was a new member on the board. Ms. Christi Kirk has served in various rolls with Project Grad-Knox Program. Currently she is a team leader with UT Knoxville Grad and has a Master's Degree from Lincoln Memorial University. She is also a mother of two children.

Commissioner Kirk thanked Chair Crouch and the board for giving her the opportunity to serve on the board. She went on to say that she is working for Project Grad getting students ready to work in the future. She added that Project Grad offers schoolships for students when they complete the program. They will receive \$500.00 per semester up to 4 years plus any other funding they may receive.

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

Vice Chair Richards
Commissioner Boher
Commissioner Hairr
Commissioner Lawyer
Commissioner Parker
Commissioner Watkins
Commissioner Kirk

II. Public Hearing on Taxi Rates

Mr. James Resciniti spoke on behalf of the taxi companies. He said that they are requesting a 25% increase per mile and a \$5.00 meter pull. He added that it has been over 20 years since there was a taxi increase. He also stated that there were several taxi owners that signed up to support the taxi rate increase, which had been previously provided to the KTA in the form of a petition. Two of his fellow taxi cab owners, Carol White and Faron Purkey were also present.

The taxi cab owners are proposing:

- 25% increase per mile
- \$5.00 meter pull
- \$2.50 per person

- \$30.00 wait time.

Attorney Lawhorn clarified that they want an initial meter pull from \$2.00 to \$5.00, from \$2.00 per mile to \$2.50, an increase to \$2.50 per person for each additional passenger from the previous \$2.00 fee, and a \$30.00 wait time charge rather than the current \$15.00.

Mr. James Resciniti agreed with Attorney Lawhorn's assessment.

Attorney Lawhorn added that notices were posted per the usual requirements.

Commissioner Hairr mentioned that he was not aware of any public input for the appeal. He went on to say that he has not heard anything from Officer Peoples about opposition. He wanted to confirm that with Officer Peoples. Officer Peoples says he has had neither pro nor con on this issue.

Attorney Lawhorn said this public hearing notice was posted on the City of Knoxville's public posting page.

Commissioner Lawyer asked if rate meters were to change would the taxi cab owners be responsible for making those changes.

Officer Peoples (KPD Inspector) answered that there are a few companies that make those changes in town but it some may have to be shipped out of town. He added that Atlanta Taxi Company was one of the popular locations but turnaround might take a little while due to shipment. James Resciniti interjected that Faron Purkey, who was present in the audience, was the local meter adjuster. The taxis are inspected by KPD inspectors to ensure that the meters are set correctly.

Commissioner Hairr wanted to clarify the affected date of these changes.

Attorney Lawhorn stated that at the last meeting there were some talk about how quickly rate cards can be available.

Officer Peoples answered that their office would handle that.

Attorney Lawhorn added that if a motion is made for the proposal, how quickly can the rate proposal be put into place.

Officer Peoples said his office should be able to get to them quickly, with meters taking the most time. He also noted that some taxi companies may take longer than others to get the meters calibrated.

Attorney Lawhorn asked Officer Peoples if this were approved today for December 1, 2021, could rate cards be ready.

Officer Peoples answered that he preferred January 1, 2022 but could get it done by December 1, 2021. He also requested a guideline for his department in writing.

Mr. Resciniti suggested that, because it would take some time to get the meters changed over, that the maximum rate be effective by December 1, but a grace period would be in place allowing a month of changeover during the regular inspection period.

Attorney Lawhorn clarified that if a motion was set for December 1, 2021, and the meters were changed would it be required for the taxi companies to come to the Police Department for inspection?

Officer Peoples confirmed that the taxi cab companies would be required to schedule an appointment for the vehicle inspection. He added that there is a list of cosmetic and mechanical inspections for the vehicles and the meters.

The question was asked how many taxis would be involved in the process. Officer Peoples answered about 42.

Mr. Purkey clarified that it takes about ½ an hour to program a meter.

Commissioner Parker asked for clarification that this proposal is a change to the maximum taxi rate, but a taxi driver could offer a lower rate.

Officer Peoples responded that if there were an agreement between a passenger and a driver that it should be in writing if it's different from the meter rate. He added that according to city ordinance, any agreement is supposed to be in writing.

Attorney Lawhorn clarified that the KTA would be setting the maximum rate.

Commissioner Watkins asked when was the last rate increase.

Attorney Lawhorn answered that it was 2004 or 2006. He then clarified that there were no requests for a rate increase since then.

Chair Crouch summarized the proposal for the taxi appeal as:

pull rate from \$2.00 to \$5.00,
per mile from \$2.00 to \$2.50,
passenger from \$2.00 to \$2.50,
wait time from \$15.00 to \$30.00.

Attorney Lawhorn stated that after rates go into affect December 1, 2021, and when the operator's meter is changed.

Commissioner Lawyer made a motion to approve the taxi cab rate card change. Commissioner Watkins seconded the motion. All approved. None opposed. Motion granted.

Attorney Lawhorn will provide the minutes to KPD and a letter from his office.

III. Public Hearing on Reduced Service Approval

No speakers signed up for the public hearing.

Mrs. Belinda Woodiel-Brill gave each person a handout of the resolution for the reduced service change. The resolution is as follows:

A Resolution of the Knoxville Transportation Authority recommending approval of service reductions, effective only until KAT is able to return to full service levels.

WHEREAS, the Knoxville Transportation Authority has jurisdiction over Knoxville Area Transit fares [and schedules]; and

WHEREAS, Knoxville Area Transit has made emergency and temporary service reductions during the global pandemic; and

WHEREAS, Knoxville Area Transit never anticipated the length of the pandemic nor the length of time emergency service reductions would be in place; and

WHEREAS, Knoxville Area Transit now recognizes the 12-month period approaching with the current emergency service reductions in place; and

WHEREAS, there is no foreseeable end to the pandemic;

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

The KTA, after receipt and consideration of the Title VI analysis on these service reductions, recommends approval of the emergency service reductions until the first available opportunity to return to full service levels.

She went on to talk about the proposal for the changes. Last month the board was presented with the Title VI analysis. This is essentially the procedural public process for the Title VI process and your responsibilities as KTA.

Comments:

Commissioner Hairr stated that part of the resolution states that until the first available opportunity to return to full service. He inquired if that level of service change required that KAT come back to the board or would it be something that KAT would handle.

Mr. Issac Thorne responded that unless full service is restored KAT would come back with a recommendation to increase frequency on routes. Attorney Lawhorn confirmed that this makes the current service levels the 'regular' route levels. Any changes to that regular service level would have to come back to this board.

Commissioner Parker shared a few comments she received from the public and wanted to confirm that the reason for the reductions is not a lack of funds. That point needs to be continued to be clarified with the public. Another concern is that regular trolley riders are finding it easier to walk to their locations rather than take the trolley.

Commissioner Parker made a motion to accept the resolution. Commissioner Hairr seconded that motion. All approved. Motion granted for the reduction of service.

IV. Approval of Minutes- September 23, 2021

There were a couple of corrections to the September 23, 2021 minutes: Under TPO, Mr. Burton's statement was corrected to reflect that the study should be finished late Summer 2022. Commissioner Hairr noted that it read that he is Chair Hairr but it should be Commissioner Hairr.

With those changes being made Commissioner Lawyer made a motion to approve minutes from September 23, 2021 with amendments. Commissioner Watkins seconded the motion.

All in favor, minutes from September 23, 2021 were approved as amended.

V. Reports

A. KTA Chair

There were no Chair report

B. Commissioners' Comments

There were no Commissioner comments.

C. Staff

i. City of Knoxville Director of Transit

Mr. Thorne welcomed our newest KTA member Ms. Christi Kirk and thanked her for serving on the board. He went on to report that congratulations are in order for Ms. Aquayla Maxwell for winning the Tennessee Public Transportation Association's Urban Executive of the Year award at the state-wide TPTA conference.

He also announced that Rhonda Thompson is leaving and KAT wishes her the best.

ii. TPO Transit Planner

Mr. Doug Burton reported that the Comprehensive Operational Analysis for the KAT system is underway. He added that there will be consultants on board to help. He went on to say that he and Mrs. Woodiel-Brill are working very closely together on this project. He added that they are currently surveying routes. There is also a customer profile survey currently being conducted on routes.

IV. New Business

i. Proposed Services Changes for January 2022

Ms. Woodiel-Brill reported that the Route 11-Kingston Pike and Route 12-Western Ave. proposals are to make current detour routing a permanent change along with minor timepoint adjustments. The mall construction began a couple of years ago causing the current detour routing. The length of time has provided an opportunity to examine the service in the entire area and for the route as a whole, looking at our boarding data and listening to passengers. KAT has worked particularly with the mall and residents of Westview Towers. Our discussions and data indicate that the priority for passengers is getting to Wal Mart, with less interest in going to the mall itself. Our data confirmed that prior to the construction detour, there were very few boardings at the mall itself. This proposal is to make our current detour permanent. Instead of entering the mall, KAT would stay on major streets. That saves time, allowing more efficiency and improved on-time performance on the route. The pages in the packet show the timepoint changes. Anne Victoria has been working hard to work with mall management, Westview Towers, and City Engineering on better pedestrian access to bus stops.

Anne has also been working with the mall on better connections to the mall from Morrell and proper ADA pathways. If approved it will change January 2022. Because we have been on detour, the main thing the public will see with this official change is the timepoint adjustments.

Commissioner Hairr wanted to clarify that the detour route around West Town Mall has been in place for 2 years.

Mrs. Woodiel-Brill confirmed.

Commissioner Hairr continued that he appreciates the work on accessible pathways, as this is currently very difficult, and that from what he understands this change does not fall on KAT because of the private property that involved, and that it would fall to the mall to create these pathways to public sidewalks.

Attorney Lawhorn inquired about public hearing with these changes.

Ms. Woodiel-Brill responded that neither of these proposed changes constitutes a significant change requiring a public hearing or Title VI analysis.

These are just for the board consideration and vote. Ms. Woodiel-Brill continues to say that notification was posted on KAT's social media as well as the KAT's website. KAT also notified the phone room staff and customer service department to make sure everyone was aware of the proposal.

She added that she did receive one email from a Michael O'Malley, who was opposed to the changes:

When I didn't have a car I used to take the bus to West Town Mall all the time. It would be a huge loss to the utility of the route to eliminate a curb side stop by the mall's entrance. Such a change would be adding 100 to 200 yards of walking for bus riders who wish to go to the mall, which seems like an unnecessary burden for transit riders.

Commissioner Parker added that she has heard that some people do not get to the mall every week but when they did, catching the bus was an opportunity to go without using their cars.

Attorney Lawhorn added that KAT attempts to serve shopping center and other businesses and try to make access to those locations as easy as possible. Dealing with private properties who for one reason or another may not be willing or able to accommodate access for riders is a continuous issue.

Ms. Woodiel-Brill went on to talk about the adjustment on Route 12- Western Heights. The adjustments on this route are where two buses travel on a narrow street and can cause congestion. KAT is proposing an adjustment to the inbound routing, moving the bus one block north to Calloway Street to avoid the issue of the buses meeting along the route. Two stop locations would be affected, as the stops would be moved one short block north.

There was a proposal for these two changes to be voted on together.

Commissioner Lawyer made a motion to approve the route changes for January 2022. Commissioner Watkins seconded the motion.

Commissioner Parker and Commissioner Hairr opposed the changes.

Majority rules, motion granted.

V. Old Business

There was no old business

VI. Public Comment

There are no public comments.

VII. Set Next Meeting and Adjourn

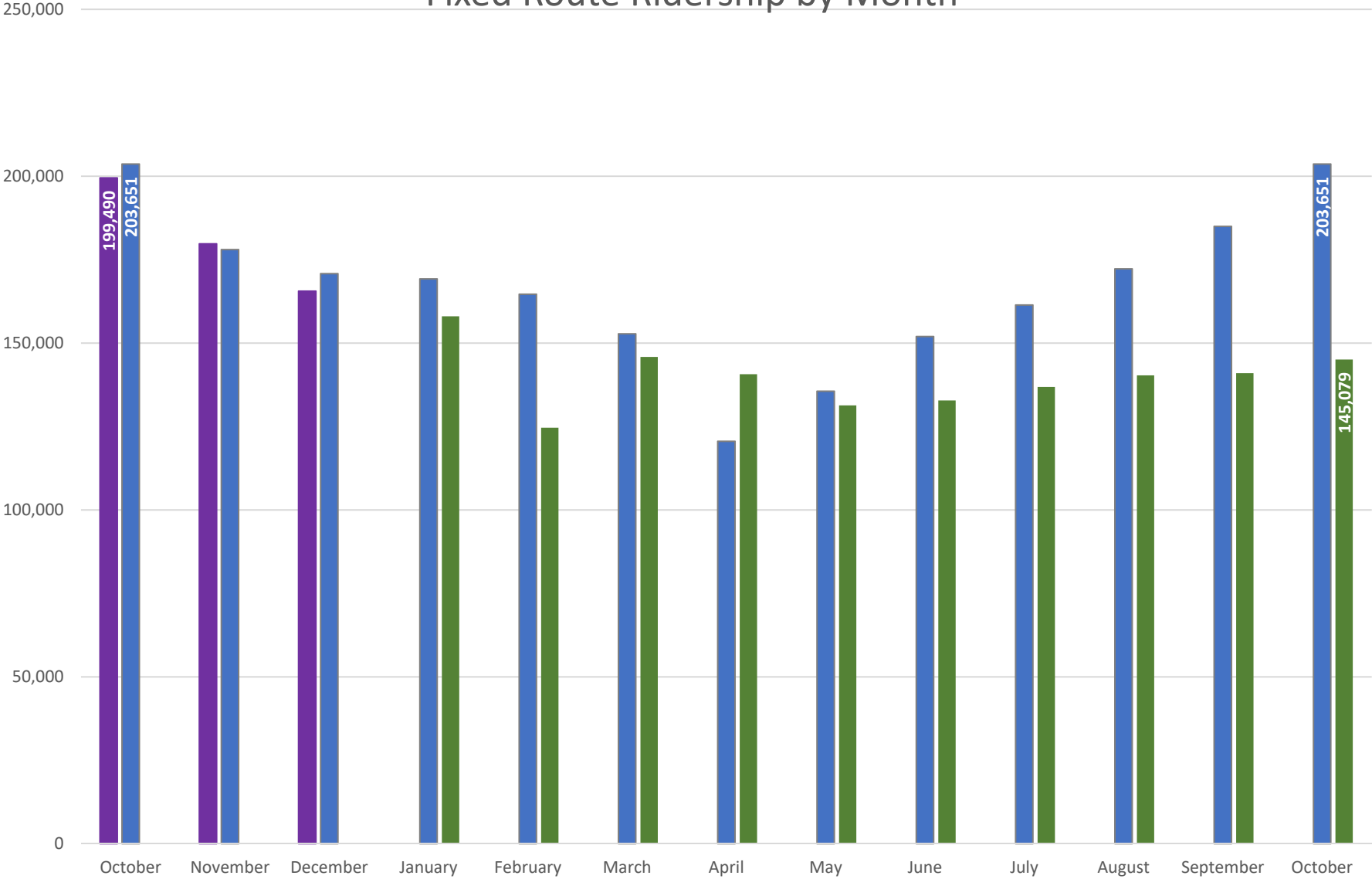
The next meeting was set for November 18, 2021 at 3:00 p.m.

Respectfully submitted,

Mary Smith-Bell

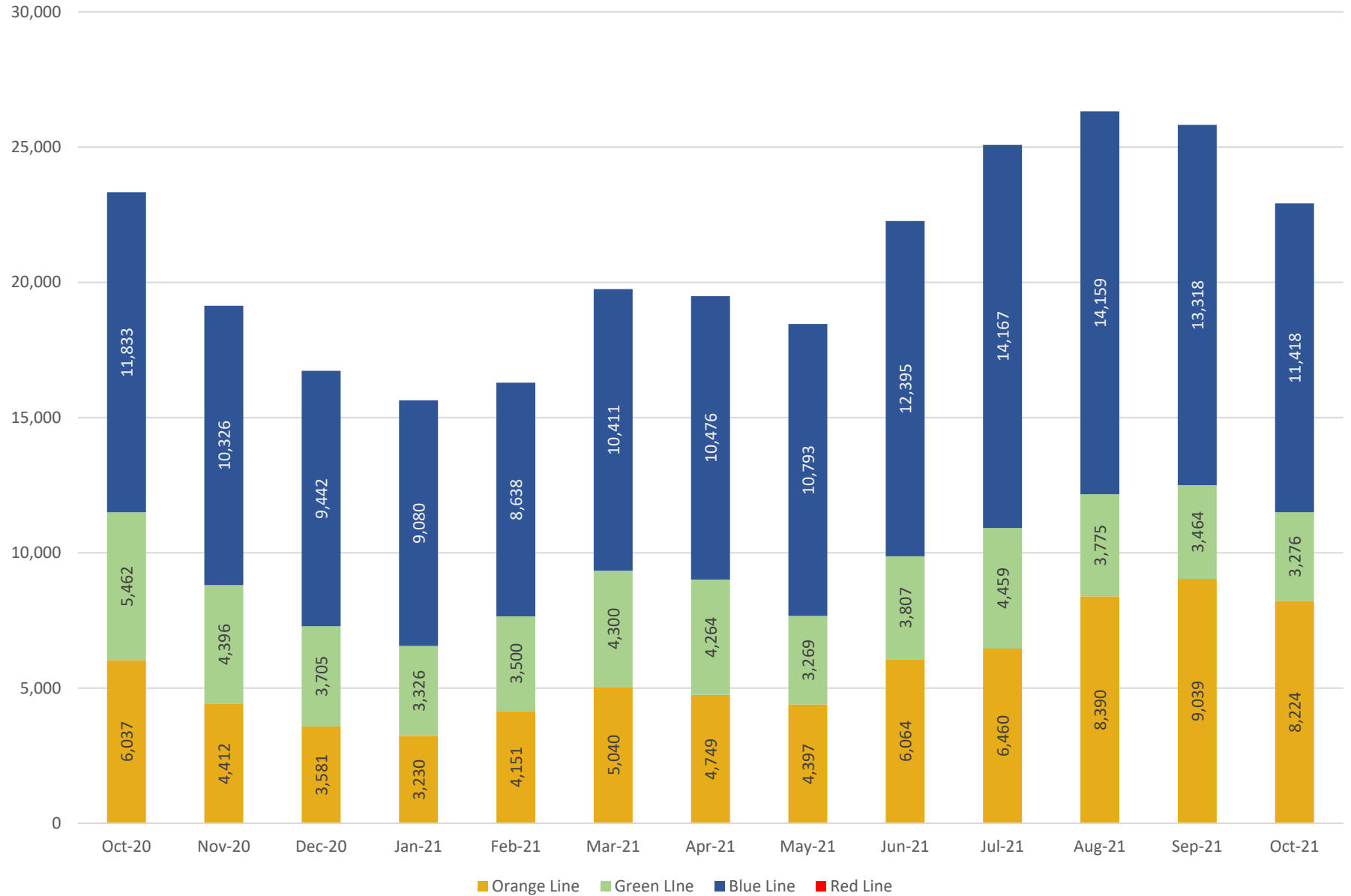
KTA Recording Secretary

Fixed Route Ridership by Month

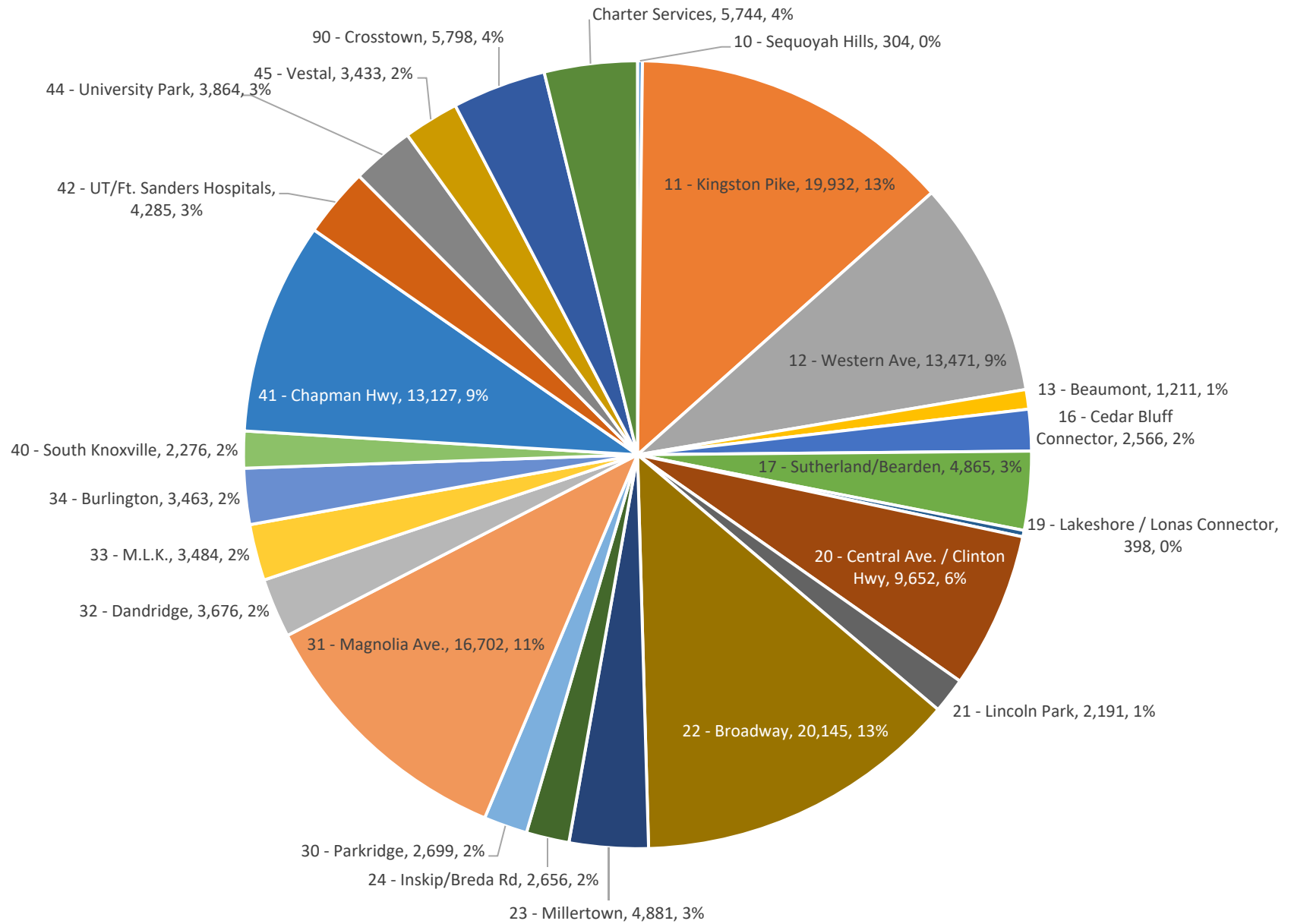


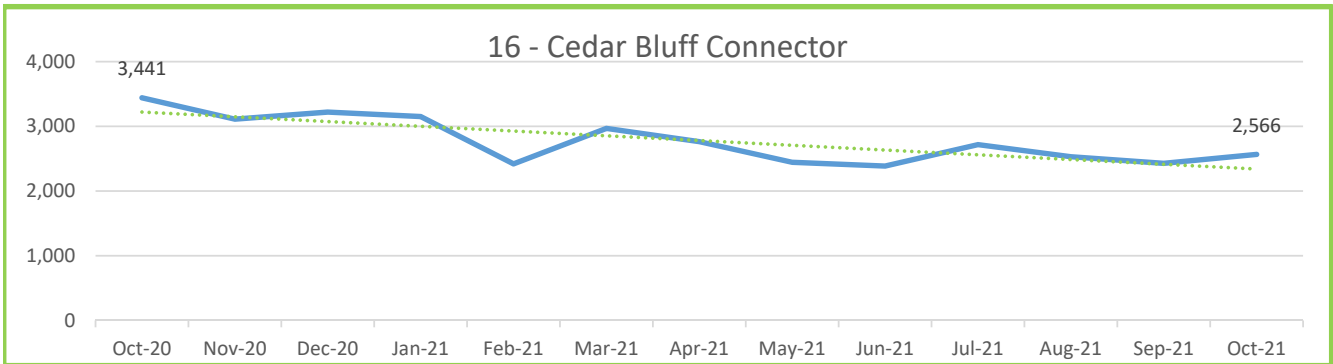
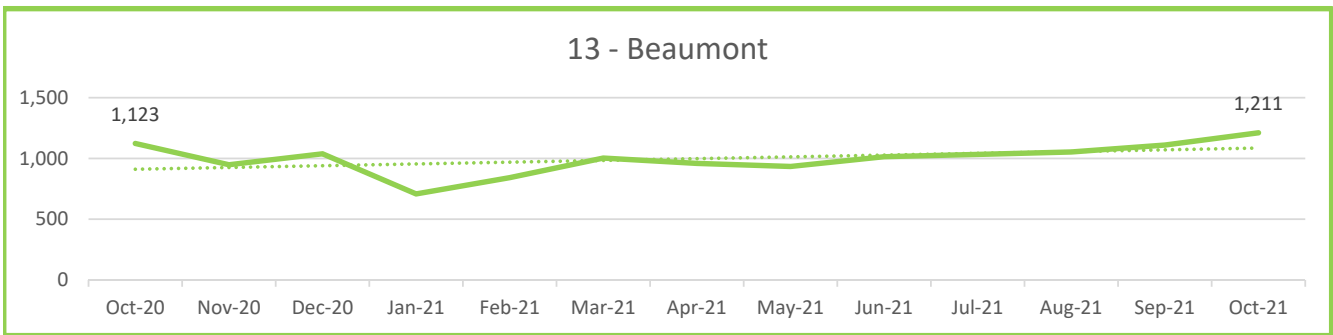
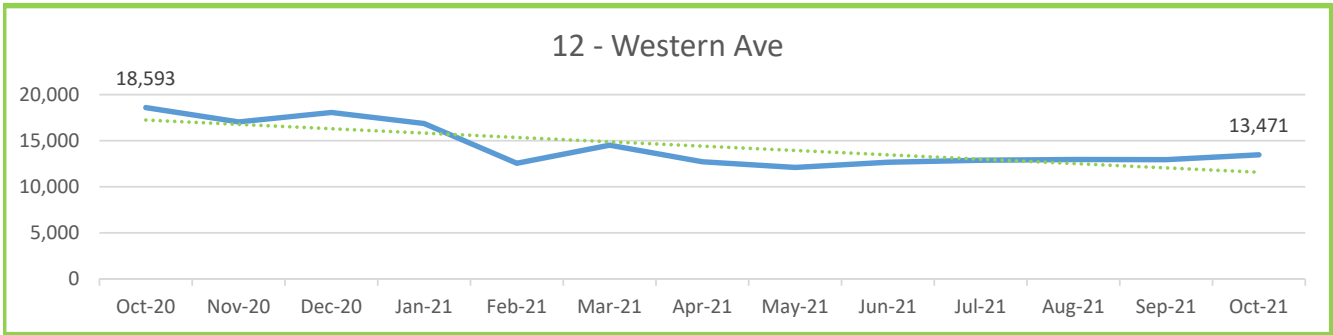
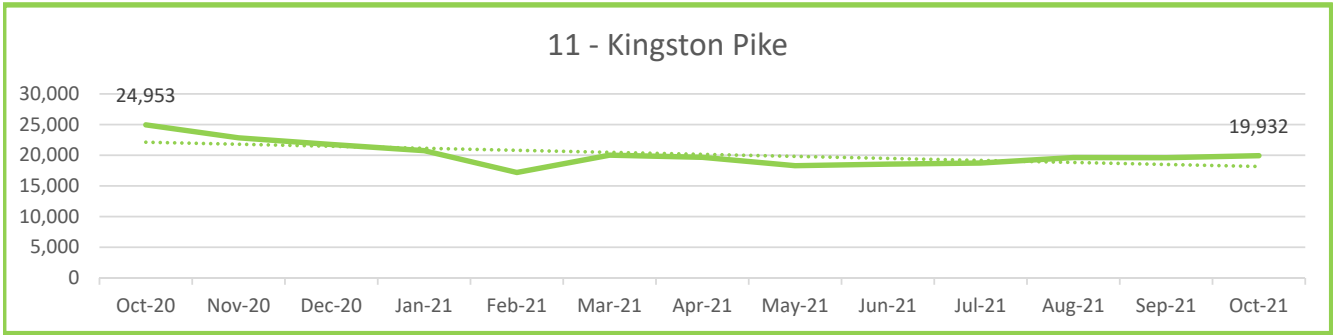
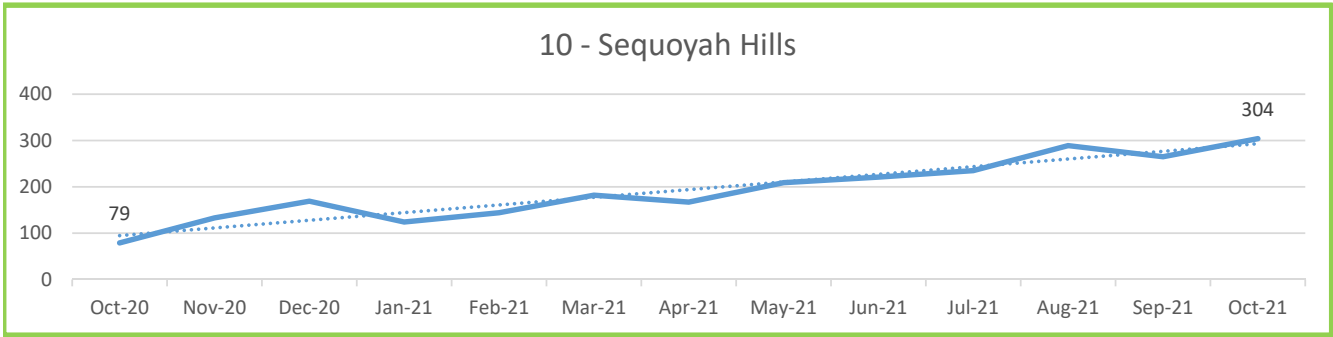
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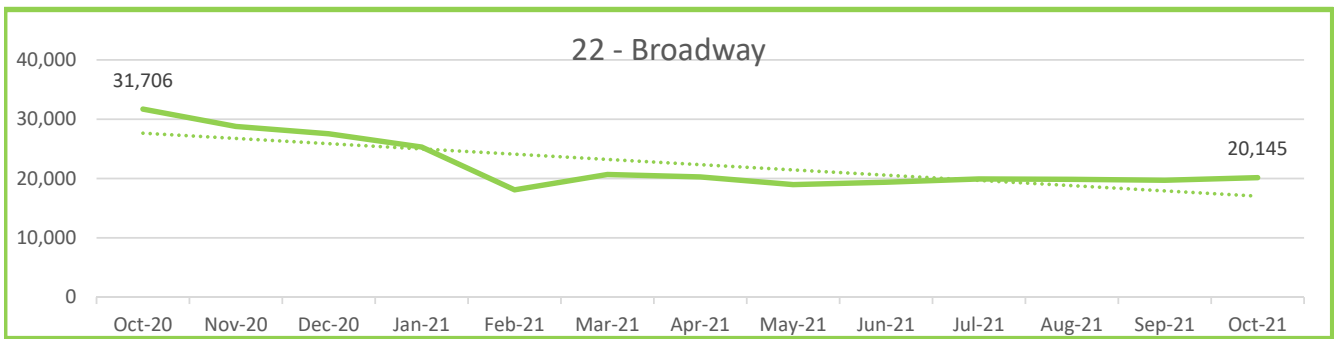
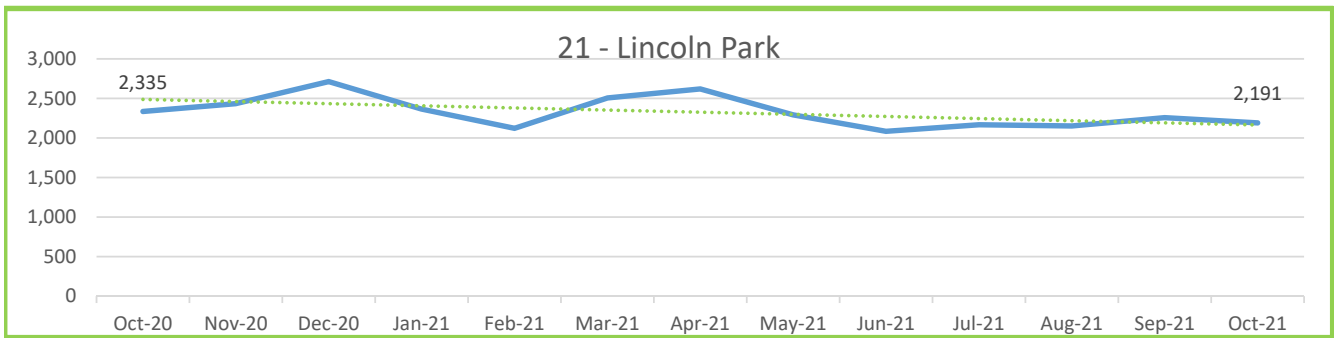
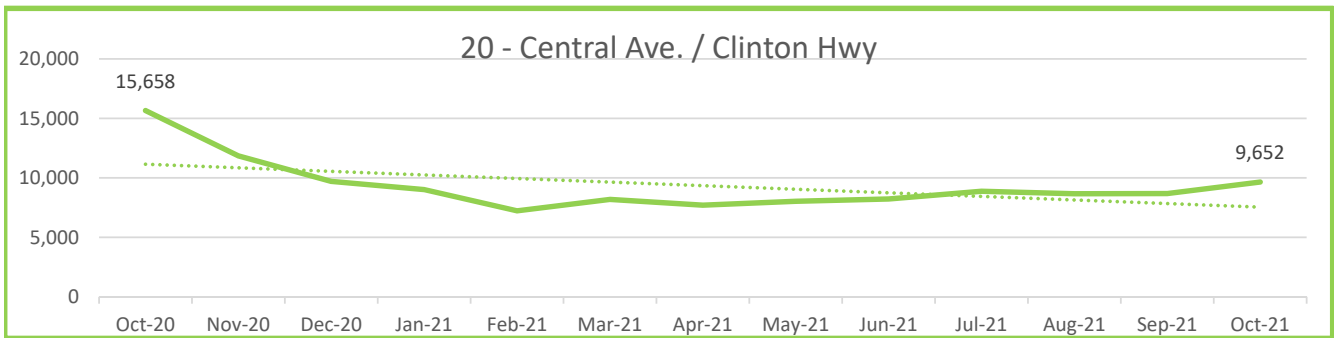
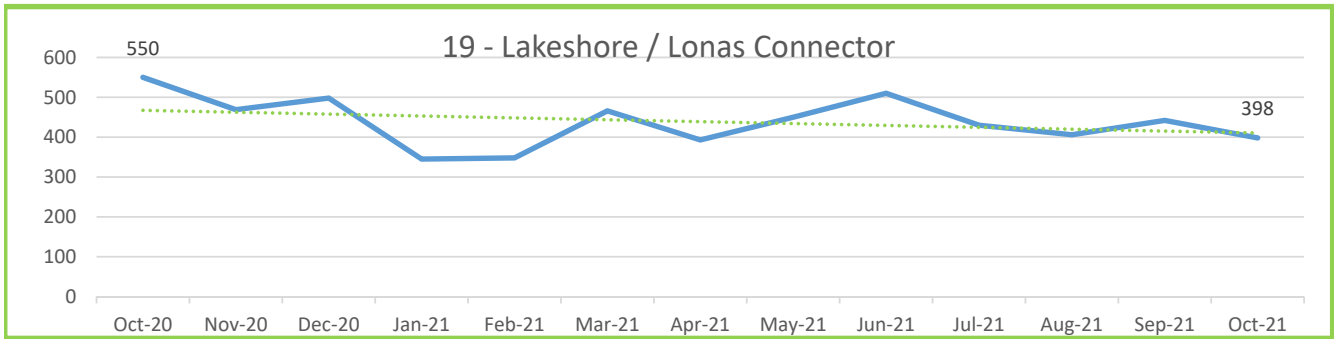
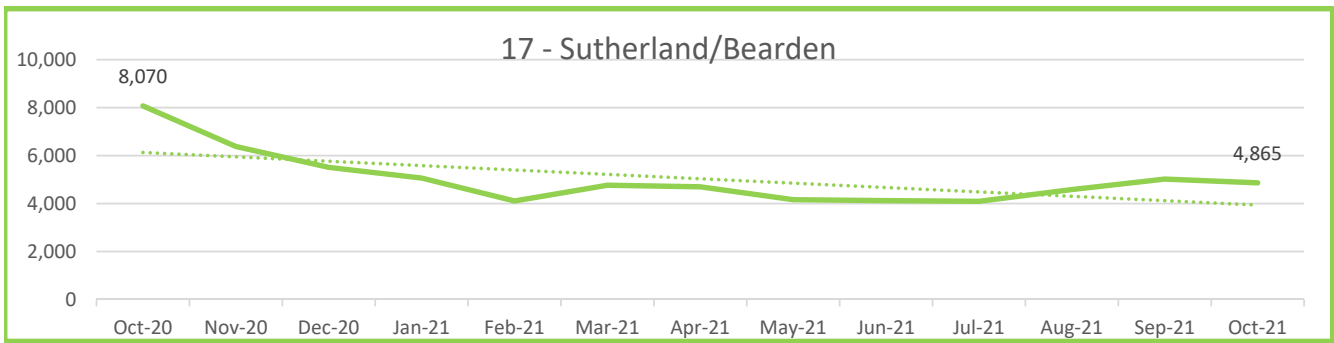
Trolley Ridership

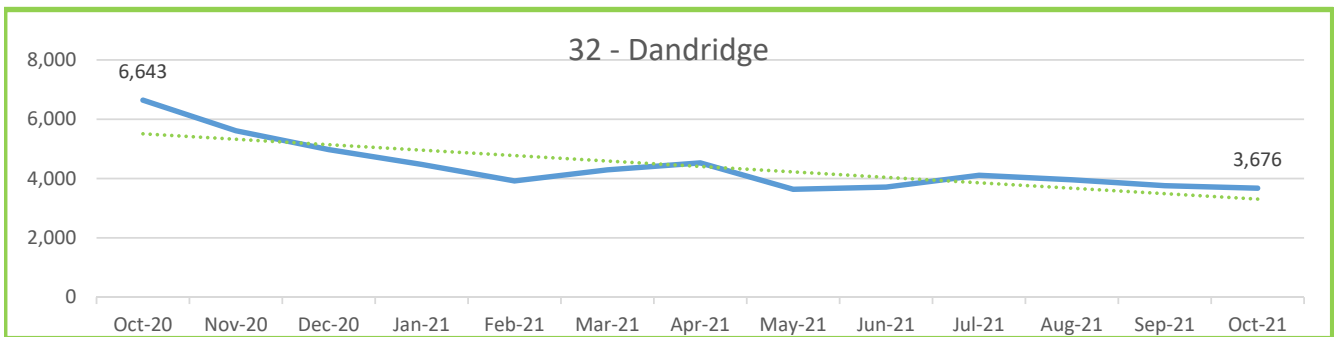
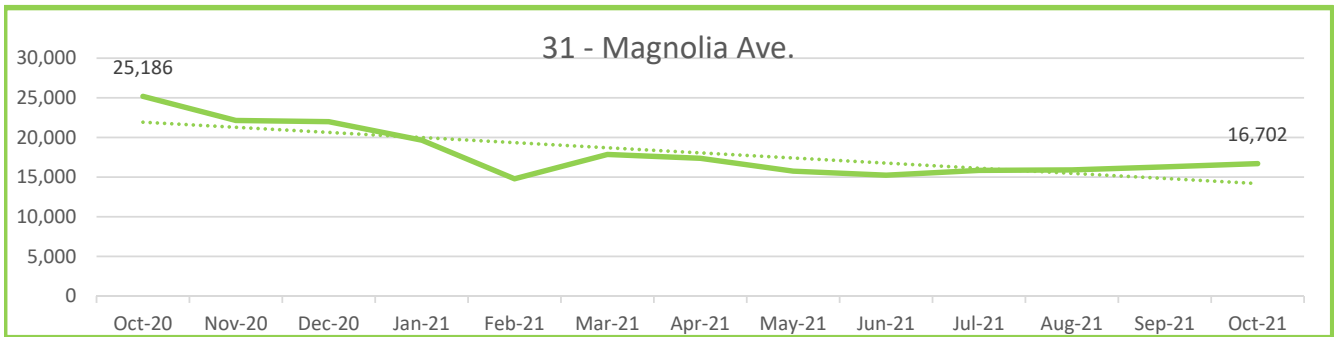
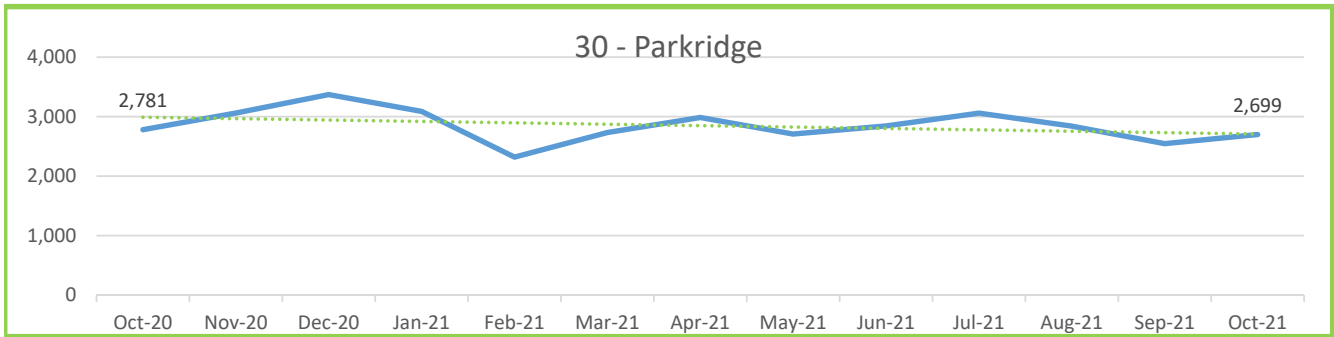
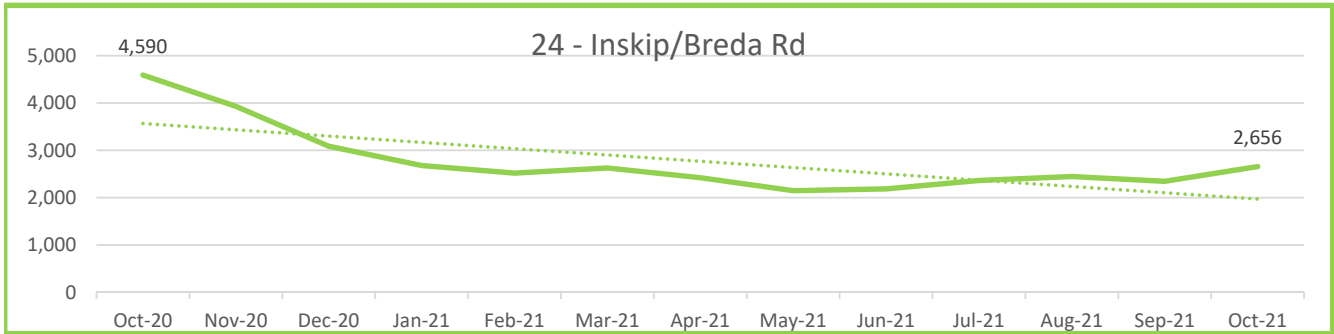
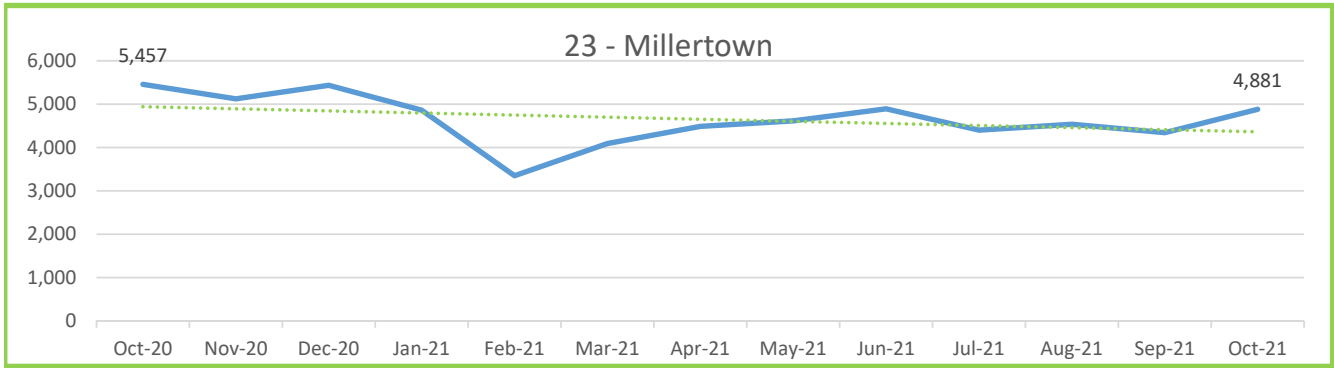


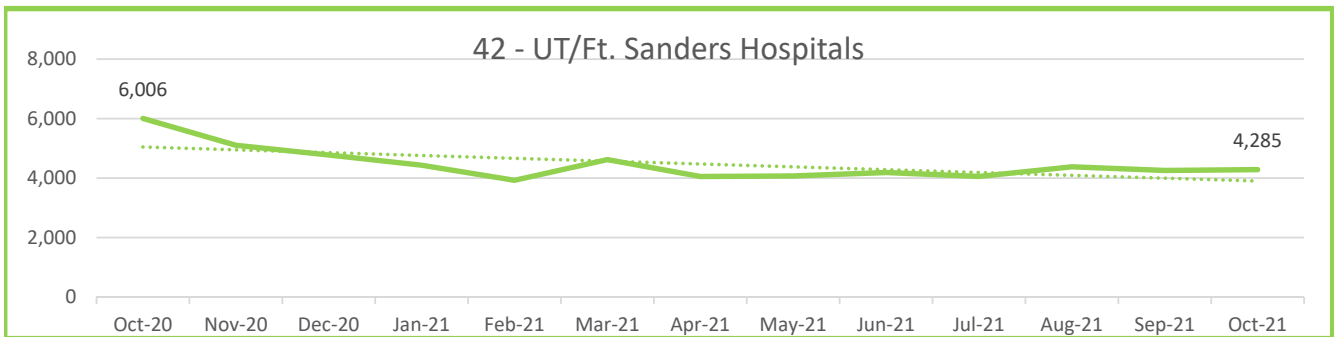
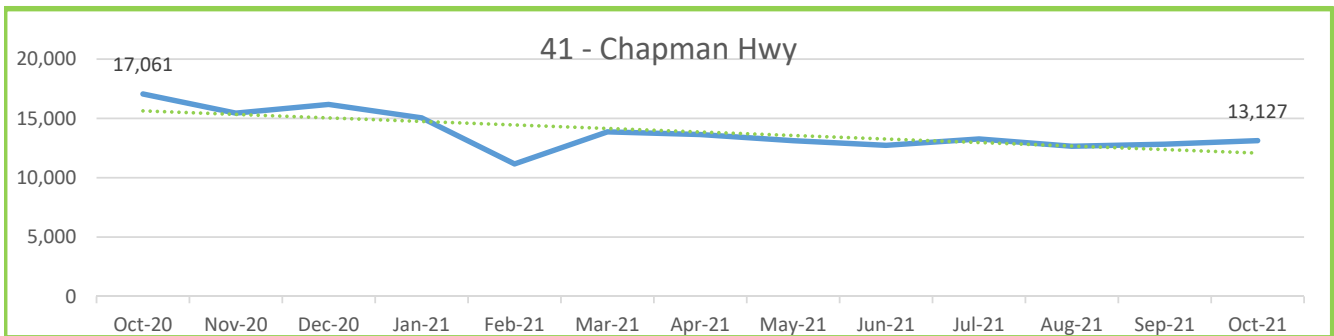
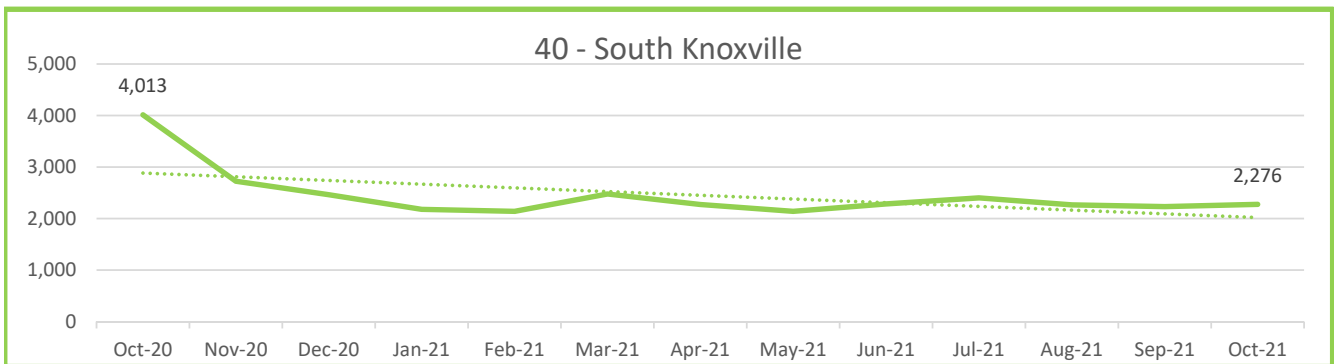
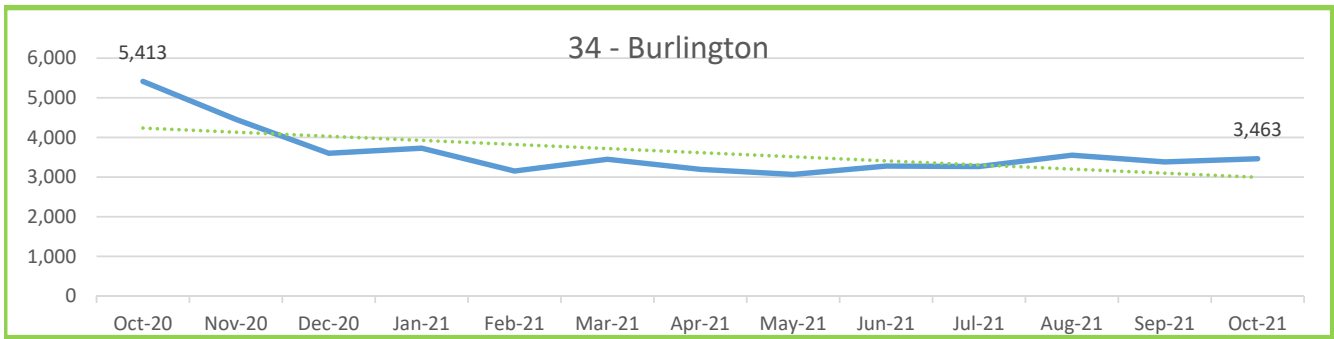
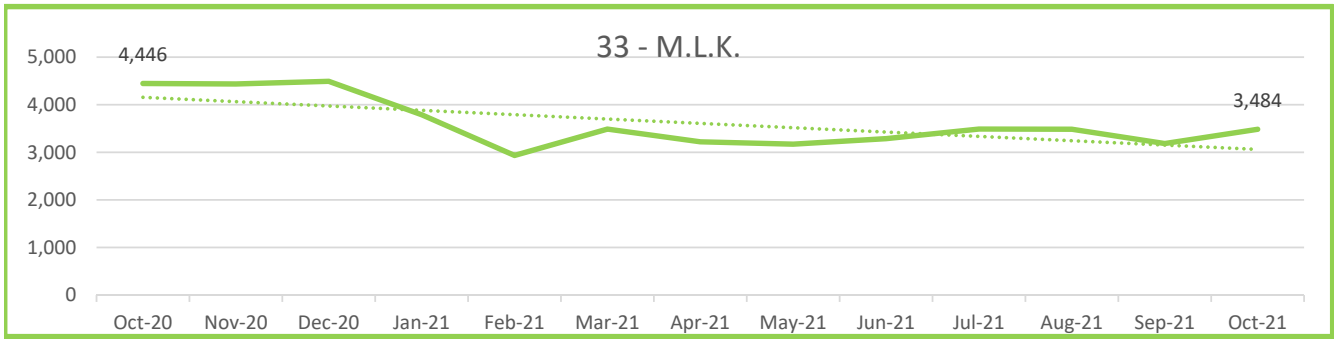
October 2021 System Ridership by Route

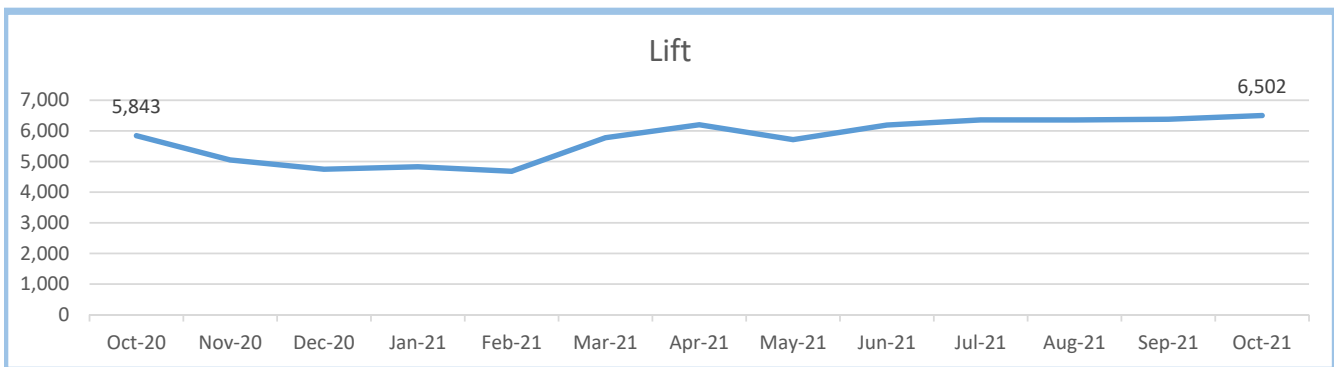
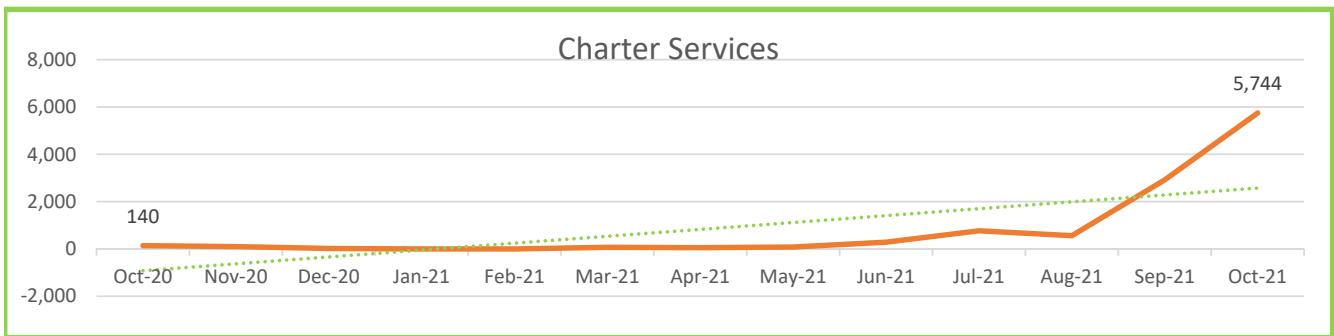
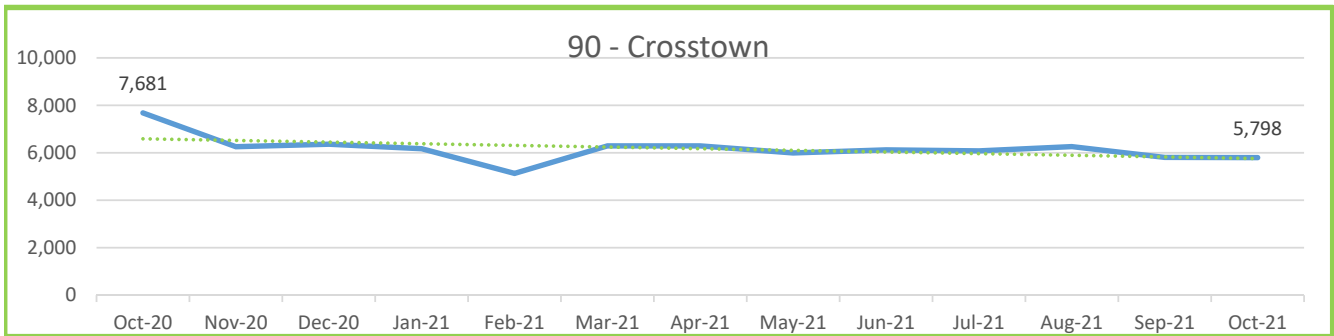
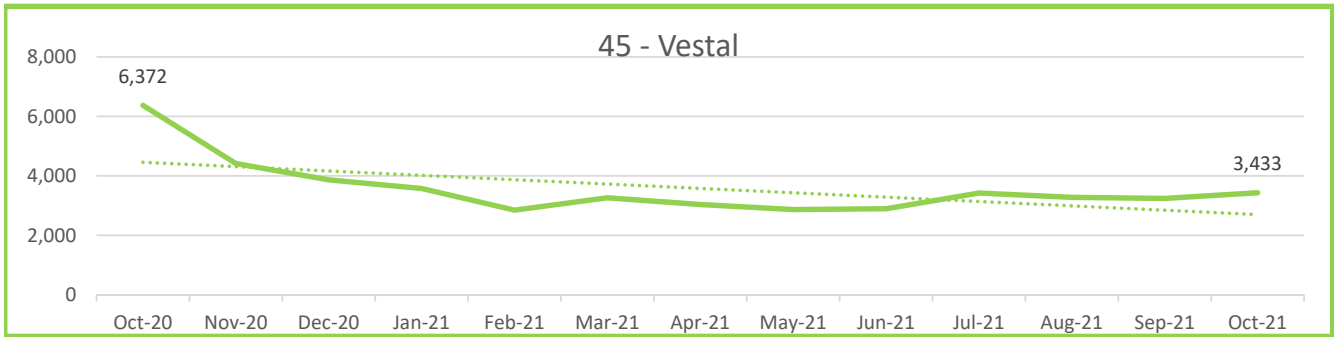
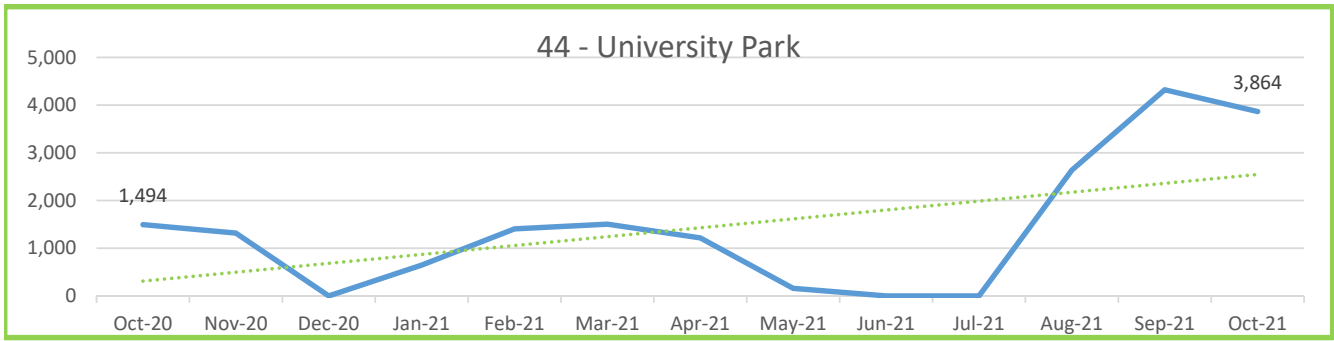














KNOXVILLE AREA TRANSIT

SYSTEM PERFORMANCE REPORT

October, 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	167,997	226,983	-26%	663,424	809,032	-18%
System Generated Revenue				\$352,614	\$99,183	256%
Revenue Veh. Miles	198,327	250,087	-21%	788,074	971,106	-19%
Revenue Veh. Hours	16,054	20,163	-20%	63,654	78,133	-19%
Passengers/Mile	0.85	0.91	-7%	0.84	0.83	1%
Passengers/Hour	10.46	11.26	-7%	10.42	10.35	1%
Preventable Accidents	0	1	-100%	0	6	-100%
Mechanical Road Calls	17	19	-11%	81	103	-21%
Accidents/100,000 Miles	0.00	0.40	-40%	0.00	0.62	-100%
Miles/Road Failure	11,666	13,162	-11%	9,729	9,428	3%
DEMAND RESPONSE						
					0	
Total Passengers	6,502	5,843	11%	25,598	21,029	22%
System Generated Revenue				\$41,707	\$0	0%
Revenue Veh. Miles	41,527	39,848	4%	167,889	149,099	13%
Revenue Veh. Hours	2,988	2,909	3%	11,971	11,045	8%
Passengers/Mile	0.16	0.15	7%	0.15	0.14	8%
Passengers/Hour	2.18	2.01	8%	2.14	1.90	12%
Preventable Accidents	0	0	0%	0	1	-100%
Mechanical Road Calls	0	1	-100%	6	7	-14%
Accidents/100,000 Miles	0.00	0.00	0%	0.00	0.67	-100%
Miles/Road Failure	0	39,848	-100%	27,982	21,300	31%
CHARTER SERVICE						
					0	
Charters	324	140	131%	4,571	581	687%
Sports Charters	5,420	0	542000%	5,420	0	0%
Total Passengers	5,744	140	4003%	9,991	581	1620%
Revenue						0%
Football Shuttle Charters				\$74,155	\$0	0%
Trolley Charters				\$8,675	\$5,275	64%
Total Miles	2,367	111	2032%	4,509	381	1083%
Total Hours	426.0	15.5	2648%	906	62	1373%



KAT
KNOXVILLE AREA TRANSIT
ROUTE PERFORMANCE REPORT
October, 2021

ROUTE NUMBER	ROUTE NAME	RIDERSHIP	Percentage of Ridership	MILES	Percentage of Miles	HOURS	Percentage of Hours	Passg/ Mile	Passg/ Hour
10	Sequoyah Hills	304	0.2%	955	0.5%	96	0.7%	0.32	3.16
11	Kingston Pike	19,932	13.7%	20,772	11.2%	1,741	12.3%	0.96	11.45
12	Western Ave	13,471	9.3%	18,144	9.8%	1,367	9.6%	0.74	9.85
13	Beaumont	1,211	0.8%	3,709	2.0%	270	1.9%	0.33	4.48
16	Cedar Bluff Connector	2,566	1.8%	4,781	2.6%	377	2.7%	0.54	6.81
17	Sutherland/Bearden	4,865	3.4%	5,832	3.1%	450	3.2%	0.83	10.82
19	Lakeshore/Lonas Connector	398	0.3%	4,790	2.6%	282	2.0%	0.08	1.41
20	Central Ave/Clinton Hwy	9,652	6.7%	9,036	4.9%	556	3.9%	1.07	17.37
21	Lincoln Park	2,191	1.5%	4,493	2.4%	353	2.5%	0.49	6.21
22	Broadway	20,145	13.9%	15,476	8.3%	1,148	8.1%	1.30	17.54
23	Millertown	4,881	3.4%	8,783	4.7%	742	5.2%	0.56	6.58
24	Inskip/Breda Rd	2,656	1.8%	6,359	3.4%	460	3.2%	0.42	5.78
30	Parkridge	2,699	1.9%	3,351	1.8%	264	1.9%	0.81	10.24
31	Magnolia Ave.	16,702	11.5%	9,855	5.3%	829	5.8%	1.69	20.15
32	Dandridge	3,676	2.5%	5,111	2.7%	328	2.3%	0.72	11.21
33	M.L.K.	3,484	2.4%	8,420	4.5%	663	4.7%	0.41	5.25
34	Burlington	3,463	2.4%	6,256	3.4%	428	3.0%	0.55	8.09
40	South Knoxville	2,276	1.6%	6,034	3.2%	428	3.0%	0.38	5.32
41	Chapman Hwy	13,127	9.0%	14,270	7.7%	873	6.2%	0.92	15.04
42	UT/Ft Sanders Hospitals	4,285	3.0%	6,417	3.5%	801	5.6%	0.67	5.35
44	University Park	3,864	2.7%	2,394	1.3%	276	1.9%	1.61	14.03
45	Vestal	3,433	2.4%	5,219	2.8%	364	2.6%	0.66	9.42
90	Crosstown	5,798	4.0%	15,502	8.3%	1,096	7.7%	0.37	5.29
	Other/ Unknown	0							
SUB TOTAL LINE SERVICE		145,079		185,959		14,190		0.78	10.22
82	Trolley (Orange Line)	8,224	35.9%	6,378	51.6%	1,016	54.5%	1.29	8.09
84	Trolley (Green Line)	3,276	14.3%	1,409	11.4%	241	12.9%	2.33	13.60
86	Trolley (Blue Line)	11,418	49.8%	4,581	37.0%	607	32.6%	2.49	18.82
SUB TOTAL TROLLEY SERVICES		22,918		12,368		1,863		1.85	12.30
TOTAL PASSENGERS WITH TROLLEYS		167,997		198,327		16,054		0.85	10.46
LIFT SERVICE		6,502		41,527		2,988		0.16	2.18
TOTAL SCHEDULED SERVICES		174,499		239,854		19,042		0.73	9.16
TOTAL CHARTER SERVICES		5,744		2,367		426		2.43	13.48
GRAND TOTAL ALL KAT SERVICES		180,243		242,221		19,468		0.74	9.26