

Knoxville Transportation Authority

Meeting Date: Thursday, February 23, 2023



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INDYA KINCANNON
MAYOR
(865)215-2040



CITY OF KNOXVILLE
KNOXVILLE TRANSPORTATION AUTHORITY

AGENDA

Thursday, February 23, 2023

City County Building, Main Assembly Room

TOMMY SMITH
CHAIR

CHRISTI KIRK
VICE-CHAIR

ANALISA VALENTINE
RECORDING SECRETARY

CANDACE BRAKEWOOD

DUSTIN DURHAM

VINCE FUSCO

MARK HAIRR

NANCY NABORS

JOEL SIMMONS

KIMBERLY WATKINS

JOHN LAWHORN
ATTORNEY TO K.T.A.

- I. Determination of a Quorum
- II. Approval of Minutes – January 26, 2023
- III. Reports
 - A. KTA Chair
 - B. Commissioner's Comments
 - C. Staff
 - i. City of Knoxville Director of Transit
 - a. Update on KAT Reimagined
 - b. Presentation of KAT Decarbonization Plan - Office of Sustainability
 - ii. TPO Transit Planner
- IV. New Business
- V. Old Business
- VI. Public Comments
- VII. Set Next Meeting for March 23, 2023 and Adjourn

Minutes
KNOXVILLE TRANSPORTATION AUTHORITY
City County Building
Thursday, January 26, 2023 at 3:00 pm

I. Determination of Quorum

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

Commissioner Brakewood
Commissioner Hairr
Commissioner Kirk
Commissioner Smith
Commissioner Durham
Commissioner Fusco
Commissioner Simmons
Commissioner Nabors

II. Approval of Minutes- December 15, 2022

Commissioner Brakewood made a motion to approve the minutes from December 15, 2022 meeting. Commissioner Smith seconded the motion. The board was unanimous.

III. Reports

A. KTA Chair

Brief introduction of new and current board members. Chair Crouch thanking everyone for their duties and services.

B. Commissioners' Comments

No comments were discussed.

C. Staff

i. City of Knoxville Director of Transit

Mr. Thorne reported that there was an increase in ridership for the month of December, 2022, by 8% on fixed routes and Trolleys, and a slight decrease in Lift service. A total of 10 months of increasing ridership for 2022.

Commissioner Crouch inquired about the onboarding of the new board members.

Mr. Thorne responded that he had a meeting about two weeks ago.

ii. TPO Transit Planner

Mr. Burton reported had nothing to report at this time.

Election of KTA Officers

Commissioner Crouch mentioned that last month that he had appointed a nominating committee.

Attorney Lawhorn asked permission of Commissioners Brakewood and Smith to give report of the nominating committee. Both Commissioners Brakewood and Smith said yes.

At this time, Attorney Lawhorn gave a brief description of the bylaws to the new members, and stated that there are 3 Officer positions needing to be filled: Chair, Vice Chair and Recording Secretary. He continued explaining the bylaws, and that the positions are filled on a one-year basis, and at the January meeting each year nominations are taken up to fill those positions. Attorney Lawhorn explained about the terms served, and that on January 13th, a committee comprised of himself, Candace Brakewood, and Tommy Smith, got together under the bylaws, to consider nominations for those positions. He went into further detail of how the committee submits names for each position. At this time Attorney Lawhorn presented the names of the nominees submitted for the 3 positions:

Chair: Tommy Smith

Vice Chair: Christi Kirk

Recording Secretary: Analisa Valentine

Attorney Lawhorn gave opportunity to the members to submit any other nominations for the positions. No other names were given. He continued to say that the names submitted by the nominating committee did not need a second motion, but just needed to be voted on, and can be voted individually or as a group.

Chair Crouch asked if anyone was opposed to voting as a group. Everyone was in agreeance in voting as such. Chair Crouch motioned to approve the slate of officers. Commissioner Hairr gave the 1st motion, and Commissioner Brakewood second the motion. Chair Crouch asked for a show of hands in favor of new officers. Board voted unanimously.

IV. New Business

A. KAT Reimagined presentation by Ricky Angueira, Senior Associate at Jarrett Walker and Associates

Ricky presented the Draft Network to the board discussing how the plan improves access to opportunities by getting most people to more places faster.

He also gave ways to access the Draft Plan, take the survey, and upcoming virtual and in person public meetings.

Commissioner Durham asked when looking where to place the new routes, did it include just existing land use patterns and zoning.

Mr. Angueira responded was that he looked at a variety of demographic factors, and sat with staff from KAT, and the city for future development.

Commissioner Durham inquired about suggestions for specific locations for bus stops, or will KAT figure out the stops later on? Also, in looking at the draft plan, and talking with people, will they have access to the proposed stops, or should they recommend where the stops should be.

Mr. Angueira responded with: stops that are there now, are generally the ones that will be there in the future. There aren't a lot of new places that have routes going through them that don't today. Nothing specific right now to provide those very fine details.

Commissioner Hairr questioned how he came up with the 45-minute time period in comparison with vehicular commuting.

Mr. Angueira responded that the 45 minutes comes from best practice from what they see in terms of travel time in general.

Commissioner Smith asked Mr. Thorne and Mr. Angueira if the ABC project is significant enough to create efficiencies to add something to this network, and will we get to add more frequencies to another line.

Mr. Thorne stated that since taking this position, we've looked at it again with WSP, and we think we could get it back down to 15-minute service, but it will require additional funding from the city. That was the commitment back in 2014-2015. Right now, we don't have that in the budget to be able to make this route 15-minute service.

Commissioner Smith asked about population density and land use. Did they look at population density trends, or just the current population in Knoxville.

Mr. Angueira responded that they looked at the current densities in Knoxville, along with several others, including residential, jobs, and senior residence. That's mostly represented what will be in the future.

Commissioner Smith inquired about the before and after examples based off Knoxville Station; what percent of our rides begin or terminate there.

Mr. Angueira's response was that in the draft plan, actually all of the routes will go to Knoxville Station.

Commissioner Brakewood mentioned about certain routes going all the way out, and then on the same route, some are turning around part way. Operationally, how would that work, and how would that be communicated to the customer.

Mr. Angueira explained that this is common practice in transit agencies that is often called the "Short line, and long line." What happens is that every other bus will turn around at a certain point, and then the other buses will go out further. Giving us 15-minute and 30-minute services. As far as implication, that is often done with different header signs to show where it's going. Example: 11-S(hort), 11-M(edium), and 11-L(ong).

Commissioner Brakewood to Mr. Thorne, asked if we have any routes that are in the current network that are short turn.

Mr. Thorne responded that we do not have those. That he, Belinda, and Jarrett Walker and Associates discussed how this will work, and because it's a little confusing, there will be a lot of education provided for our customers.

Commissioner Smith asked Mr. Thorne if there is a route or the increase frequency that didn't make the cut.

Mr. Angueira responded; What didn't make the cut, apart from the 22, (which we would've increased, but because of the ABC project, we're not increasing it), was basically extending this higher frequency part of the 11; we had the 11 being 15 minutes further out, but in here, that just didn't make it, and that's why we have this additional turnaround to make that shorter.

Chair Crouch thanked Ricky for his presentation, and recommended reading, "Human Transit," by Jarrett Walker and Associates, then asked if there are any other questions or comments. There were none.

There was not a vote on the KAT Reimagined program.

V. Old Business

There was no old business

VI. Public Comment

There were no public comments.

Commissioner Smith publicly recognized Chair Crouch for his steadfast leadership of the board, and gave kudos.

Chair Crouch gave his remarks and thanked the new members. Meeting is adjourned.

VII. Set Next Meeting and Adjourn

The next meeting was set for February 23, at 3:00 p.m. at the City County Building Main Assembly Room.

Respectfully submitted,
Analisa Valentine
KTA Recording Secretary



KNOXVILLE AREA TRANSIT
ROUTE PERFORMANCE REPORT
 January, 2023

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	19,666	13.1%	27,244	13.9%	2,283	14.9%	0.72	8.62
12	Western Ave	14,168	9.5%	17,549	9.0%	1,322	8.6%	0.81	10.71
13	Beaumont	830	0.6%	1,808	0.9%	132	0.9%	0.46	6.29
16	Cedar Bluff Connector	2,747	1.8%	4,781	2.4%	377	2.5%	0.57	7.29
17	Sutherland/Bearden	6,611	4.4%	9,182	4.7%	708	4.6%	0.72	9.34
19	Lakeshore/Lonas Connector	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
20	Central Ave/Clinton Hwy	9,439	6.3%	12,500	6.4%	772	5.0%	0.76	12.23
21	Lincoln Park	2,524	1.7%	4,493	2.3%	353	2.3%	0.56	7.15
22	Broadway	22,334	14.9%	18,388	9.4%	1,364	8.9%	1.21	16.37
23	Millertown	4,020	2.7%	7,563	3.9%	636	4.1%	0.53	6.32
24	Inskip/Breda Rd	2,629	1.8%	6,359	3.3%	460	3.0%	0.41	5.72
30	Parkridge	2,690	1.8%	3,351	1.7%	264	1.7%	0.80	10.21
31	Magnolia Ave.	16,568	11.1%	13,145	6.7%	1,106	7.2%	1.26	14.98
32	Dandridge	5,253	3.5%	7,131	3.6%	458	3.0%	0.74	11.48
33	M.L.K.	3,194	2.1%	7,157	3.7%	560	3.6%	0.45	5.71
34	Burlington	4,609	3.1%	10,377	5.3%	709	4.6%	0.44	6.50
40	South Knoxville	2,487	1.7%	10,443	5.3%	740	4.8%	0.24	3.36
41	Chapman Hwy	14,614	9.8%	13,903	7.1%	851	5.5%	1.05	17.18
42	UT/Ft Sanders Hospitals	4,211	2.8%	3,429	1.8%	428	2.8%	1.23	9.84
44	University Park	1,306	0.9%	381	0.2%	45	0.3%	3.43	29.14
45	Vestal	3,956	2.6%	9,693	5.0%	677	4.4%	0.41	5.85
90	Crosstown	5,868	3.9%	6,502	3.3%	1,096	7.1%	0.90	5.36
	Other/ Unknown	0							
SUB TOTAL LINE SERVICE		149,724		195,381		15,338		0.77	9.76
82	Trolley (Orange Line)	5,728	27.5%	4,331	39.3%	690	41.7%	1.32	8.30
84	Trolley (Green Line)	4,517	21.7%	2,153	19.6%	368	22.2%	2.10	12.28
86	Trolley (Blue Line)	10,550	50.7%	4,524	41.1%	596	36.0%	2.33	17.70
SUB TOTAL TROLLEY SERVICES		20,795		11,008		1,654		1.89	12.57
TOTAL PASSENGERS WITH TROLLEYS		170,519		206,389		16,992		0.83	10.04
LIFT SERVICE		6,446		43,469		3,105		0.15	2.08
TOTAL SCHEDULED SERVICES		176,965		249,858		20,097		0.71	8.81
TOTAL CHARTER SERVICES		48		17		6		2.82	8.00
GRAND TOTAL ALL KAT SERVICES		177,013		249,875		20,103		0.71	8.81



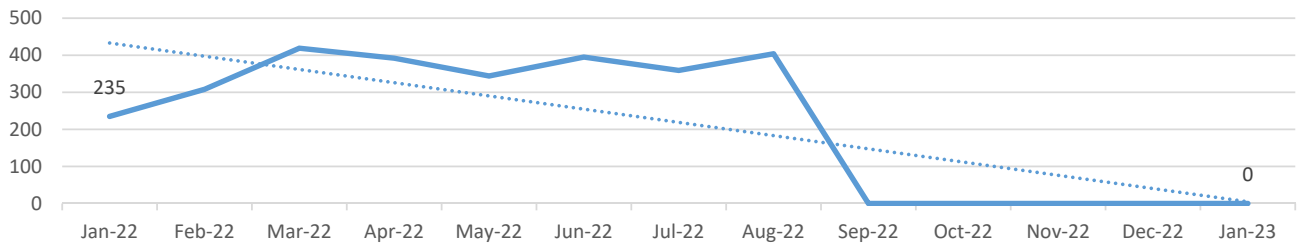
KNOXVILLE AREA TRANSIT

SYSTEM PERFORMANCE REPORT

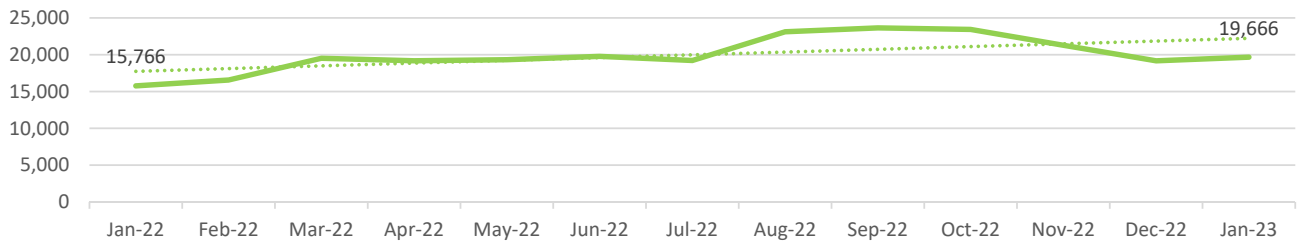
January, 2023

	<u>THIS MONTH</u>			<u>FISCAL YEAR-TO-DATE</u>		
	This Year	Last Year	Change	This Year	Last Year	Change
FIXED ROUTE SERVICE						
Total Passengers	170,519	139,177	23%	1,299,473	1,112,860	17%
System Generated Revenue				\$639,401	\$561,055	14%
Revenue Veh. Miles	206,389	189,764	9%	1,490,036	1,360,950	9%
Revenue Veh. Hours	16,992	15,340	11%	120,994	109,983	10%
Passengers/Mile	0.83	0.73	13%	0.87	0.82	7%
Passengers/Hour	10.04	9.07	11%	10.74	10.12	6%
Preventable Accidents	7	0	700%	87	0	0%
Mechanical Road Calls	29	20	45%	179	131	37%
Accidents/100,000 Miles	3.39	0.00	339%	5.84	0.00	0%
Miles/Road Failure	7,117	9,488	-25%	8,324	10,389	-20%
DEMAND RESPONSE						
Total Passengers	6,446	5,495	17%	45,135	43,553	4%
System Generated Revenue				\$68,117	\$72,692	-6%
Revenue Veh. Miles	43,469	36,445	19%	300,263	285,699	5%
Revenue Veh. Hours	3,105	2,717	14%	21,531	20,530	5%
Passengers/Mile	0.15	0.15	-2%	0.15	0.15	-1%
Passengers/Hour	2.08	2.02	3%	2.10	2.12	-1%
Preventable Accidents	0	0	0%	4	0	0%
Mechanical Road Calls	1	0	100%	10	8	25%
Accidents/100,000 Miles	0.00	0.00	0%	1.33	0.00	0%
Miles/Road Failure	43,469	36,445	19%	30,026	35,712	-16%
CHARTER SERVICE						
Charters	48	16	200%	940	5,295	-82%
Sports Charters	0	0	0%	26,329	12,819	105%
Total Passengers	48	16	200%	27,269	18,114	51%
Revenue						0%
Football Shuttle Charters				\$111,250	\$92,011	21%
Trolley Charters				\$3,650	\$12,950	-72%
Total Miles	17	30	-43%	6,779	7,567	-10%
Total Hours	6.0	2.0	200%	1,180	1,482	-20%

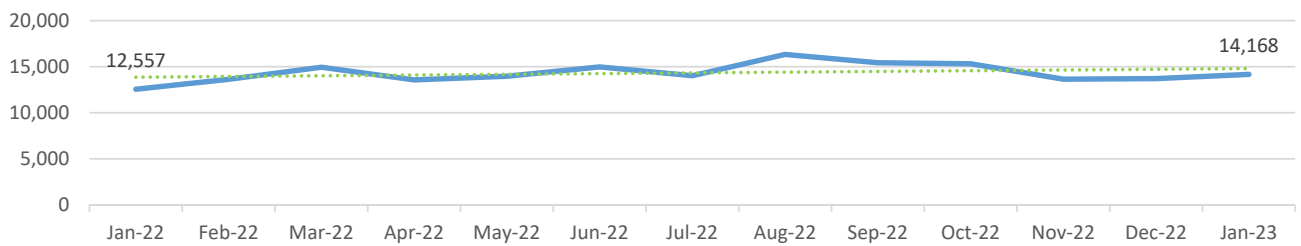
10 - Sequoyah Hills



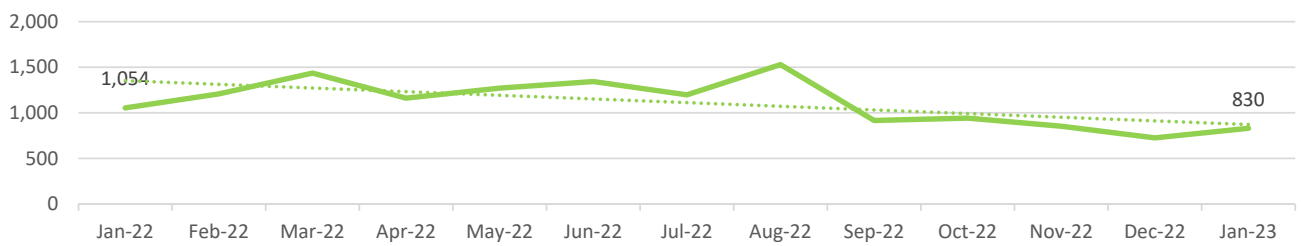
11 - Kingston Pike



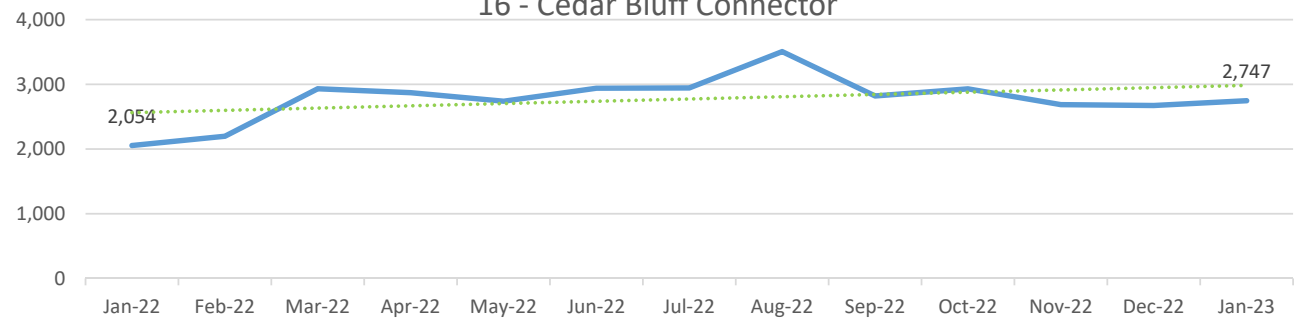
12 - Western Ave

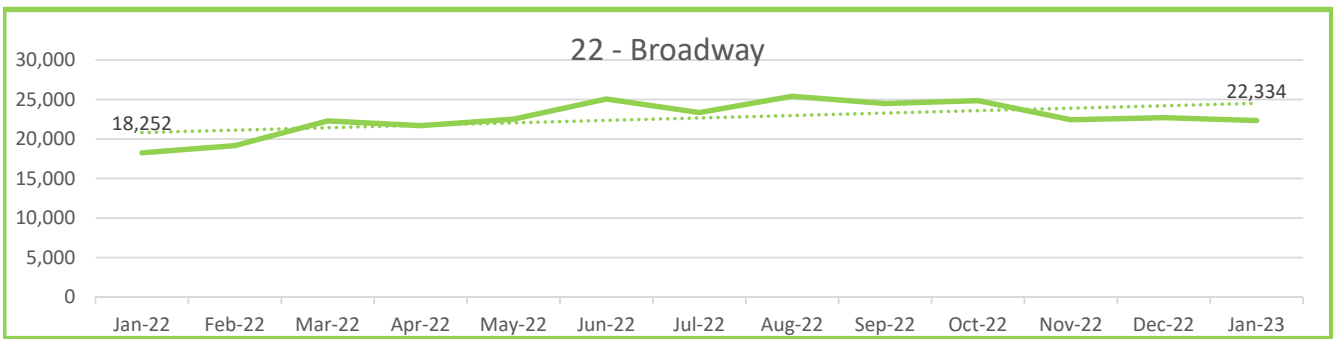
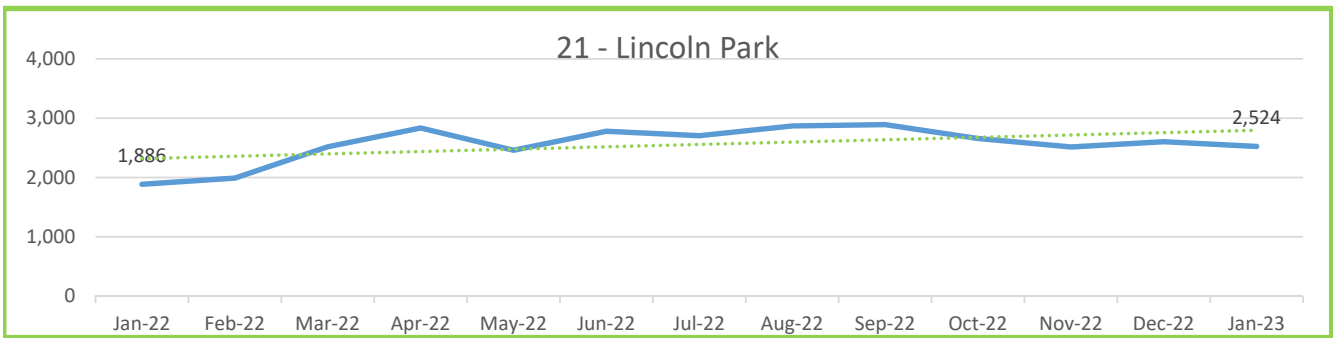
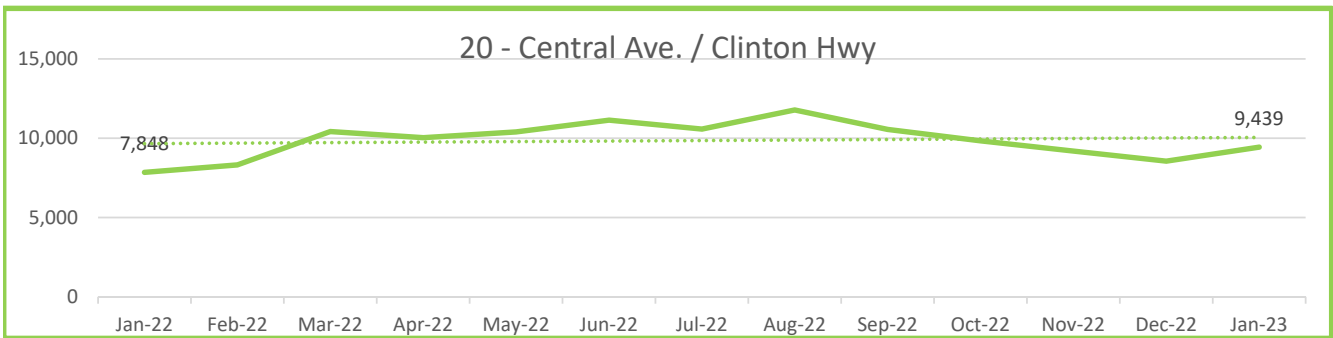
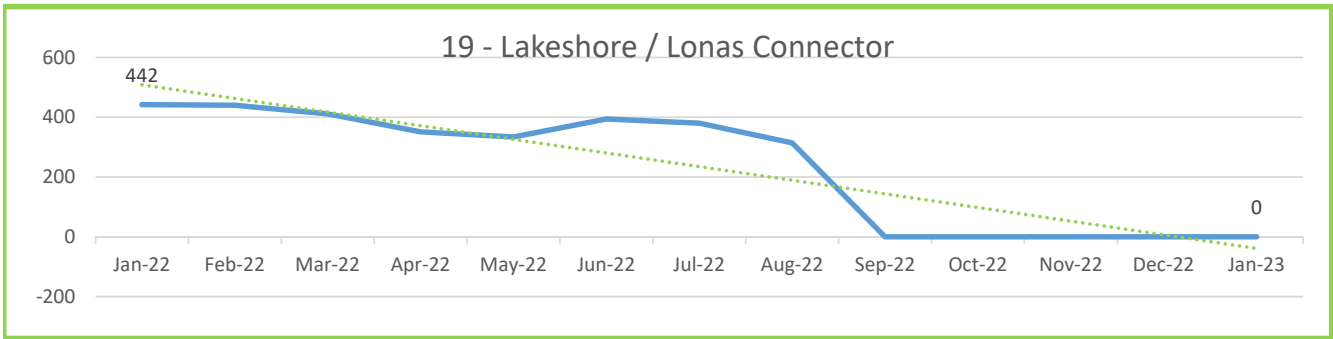
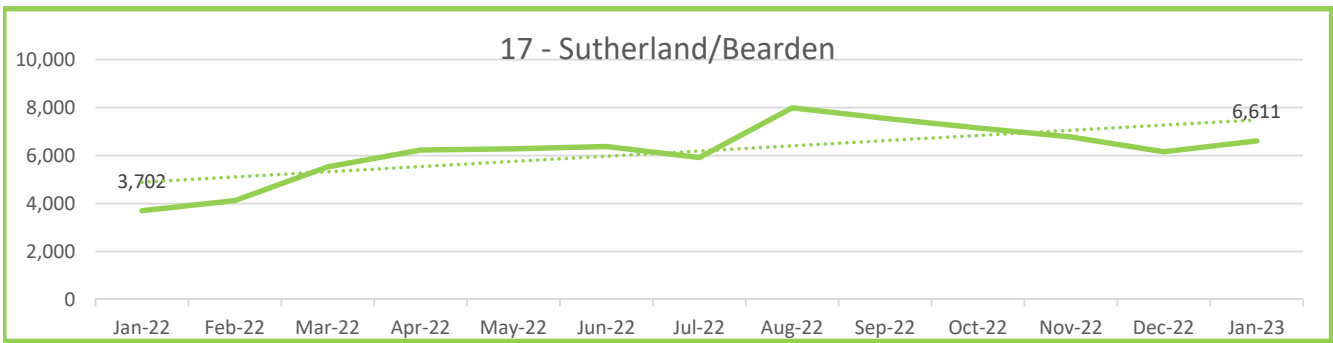


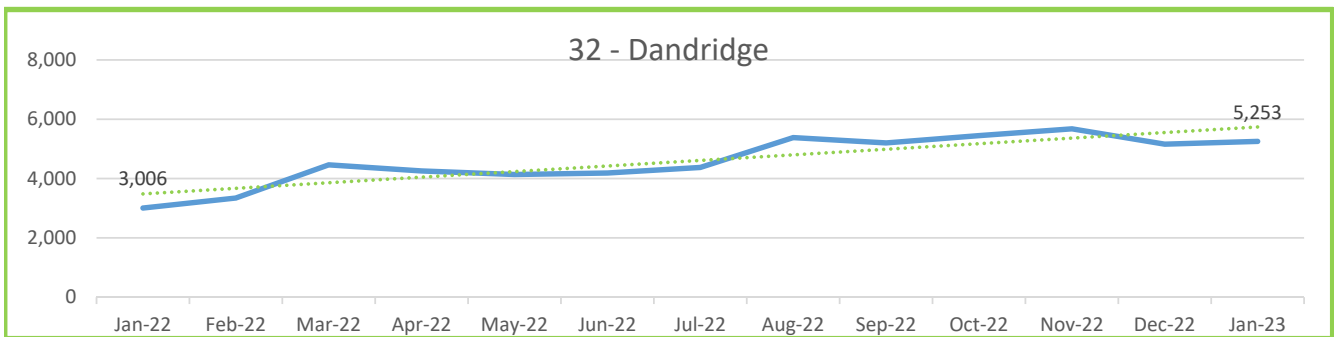
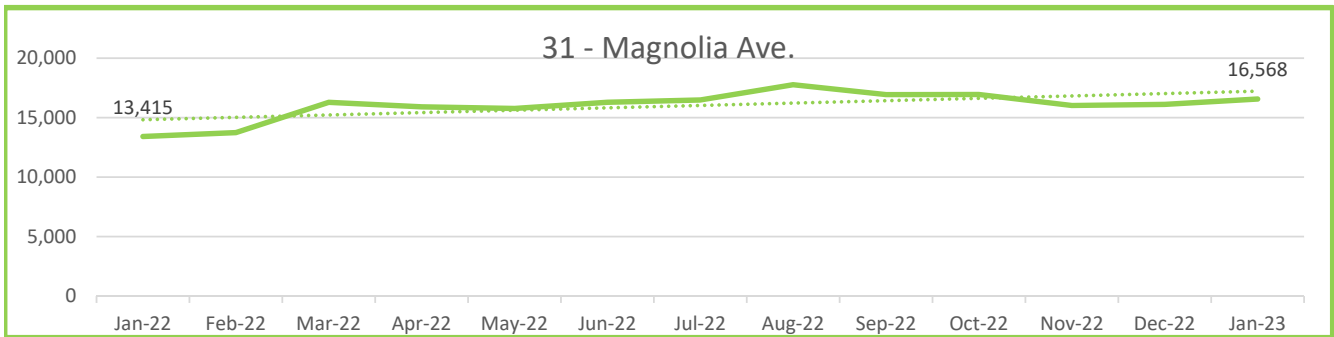
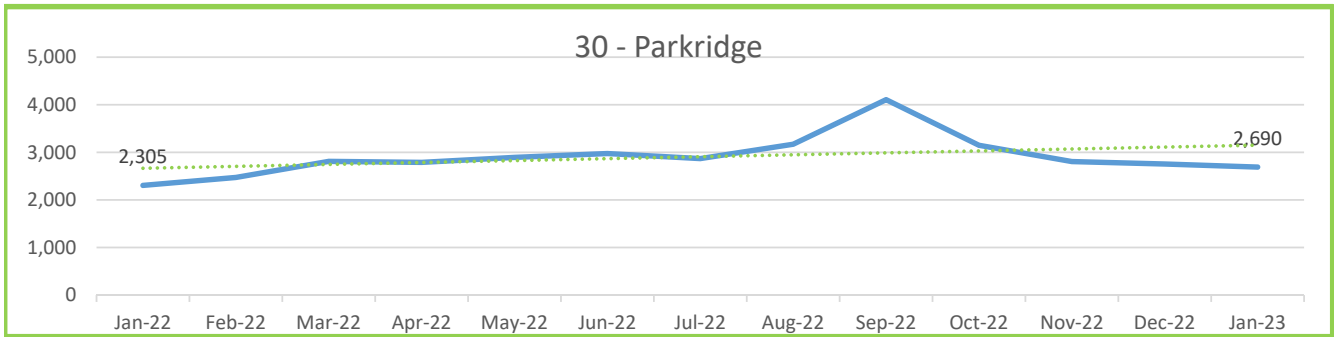
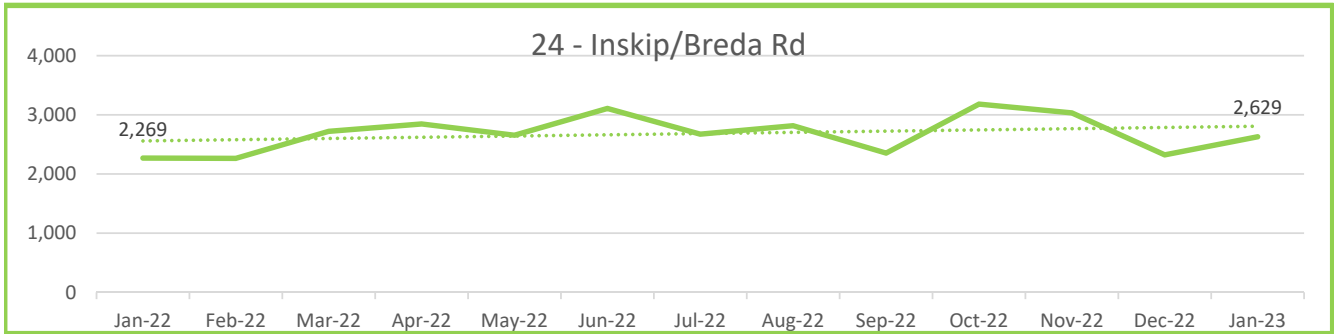
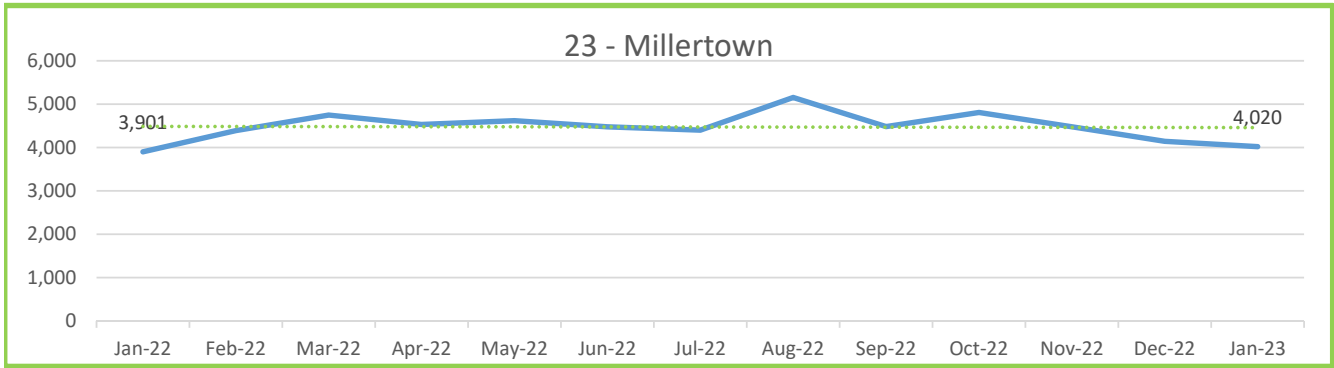
13 - Beaumont

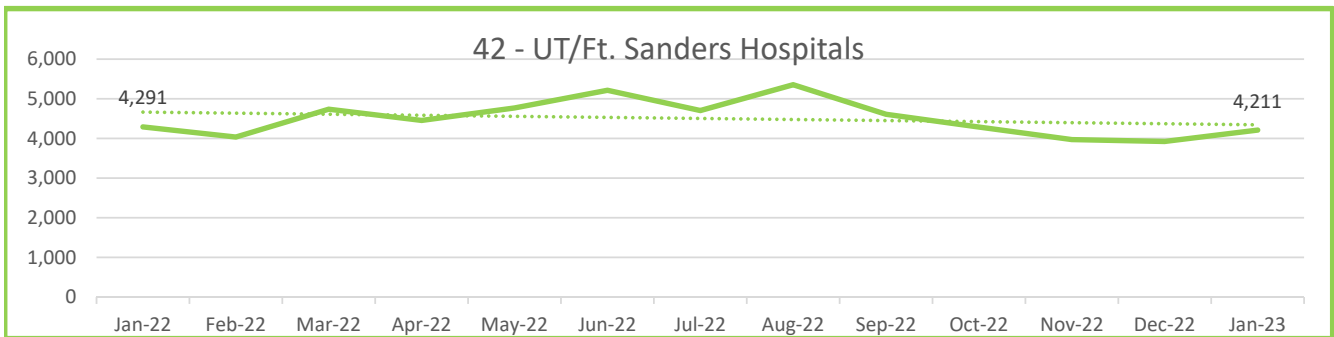
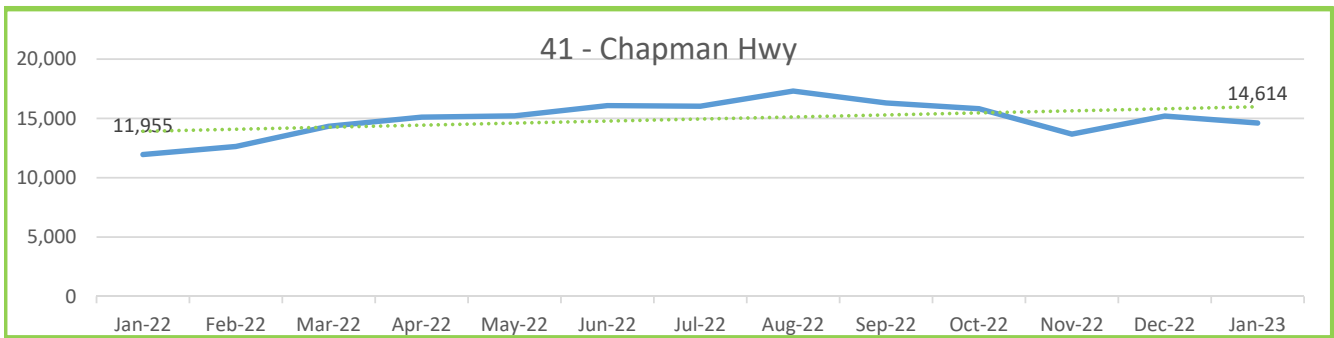
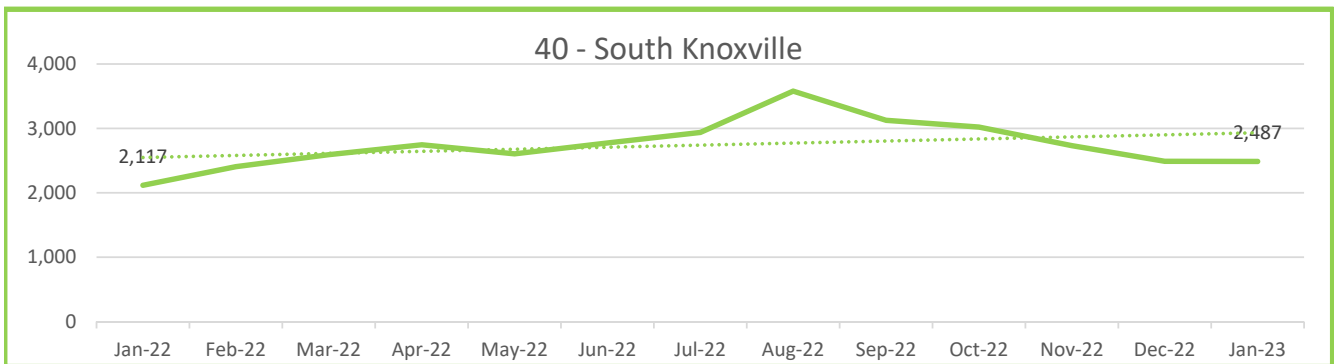
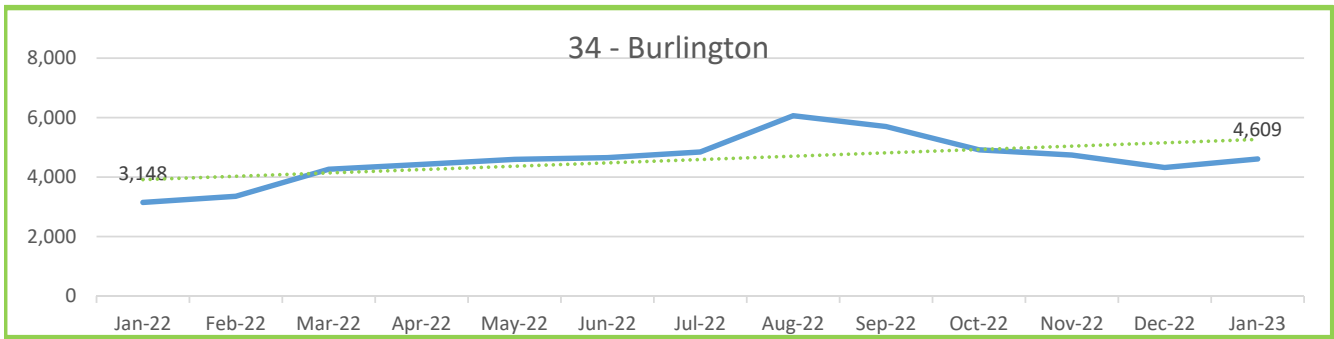
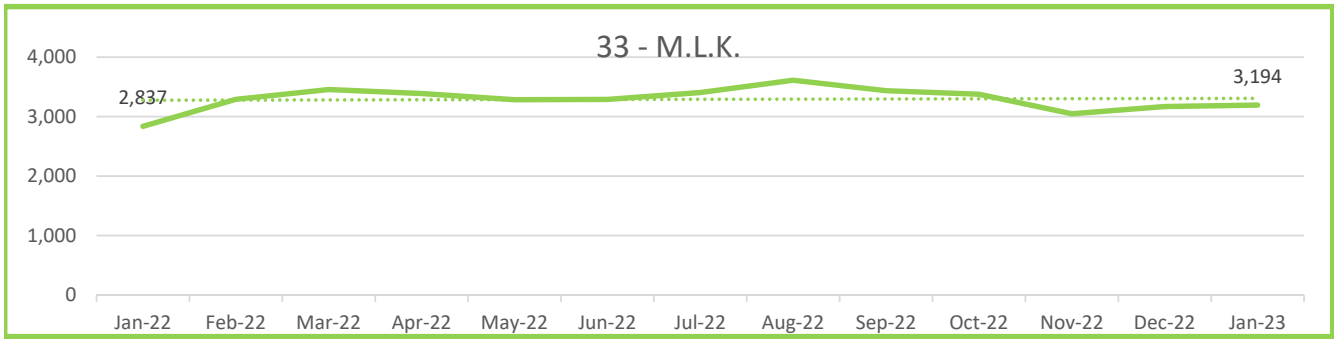


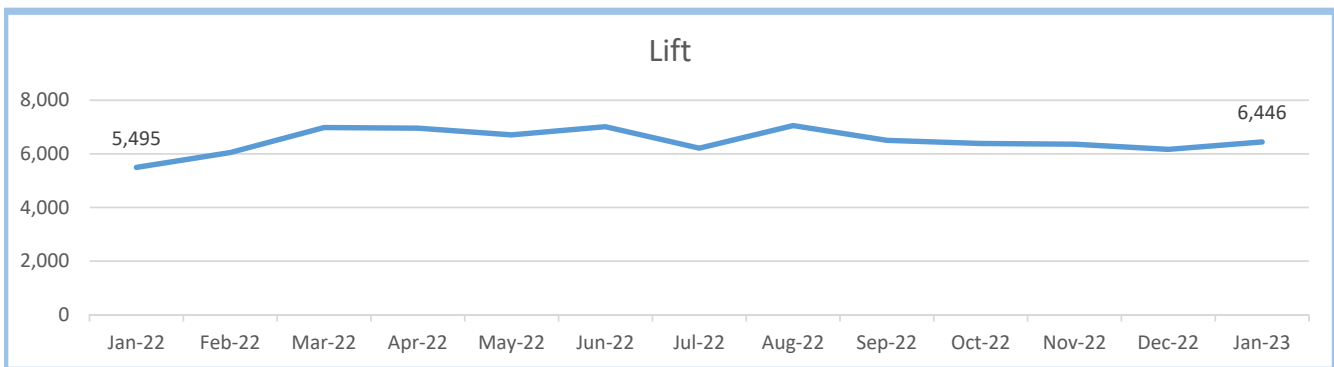
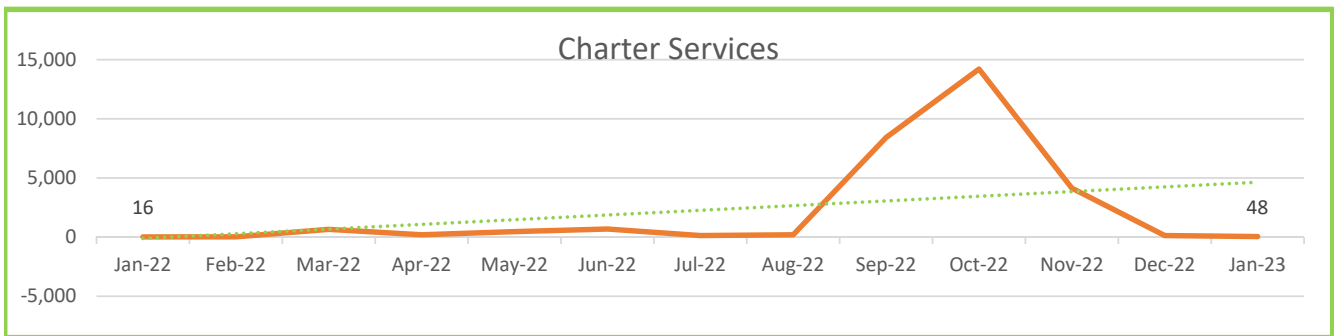
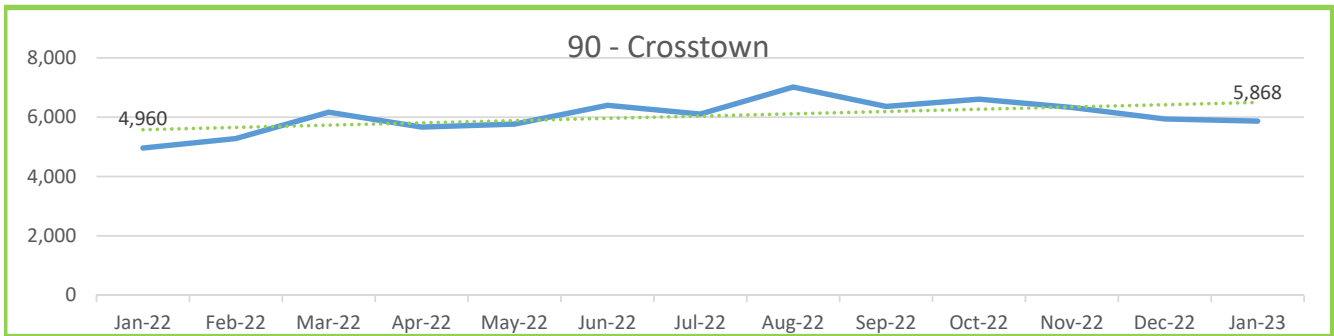
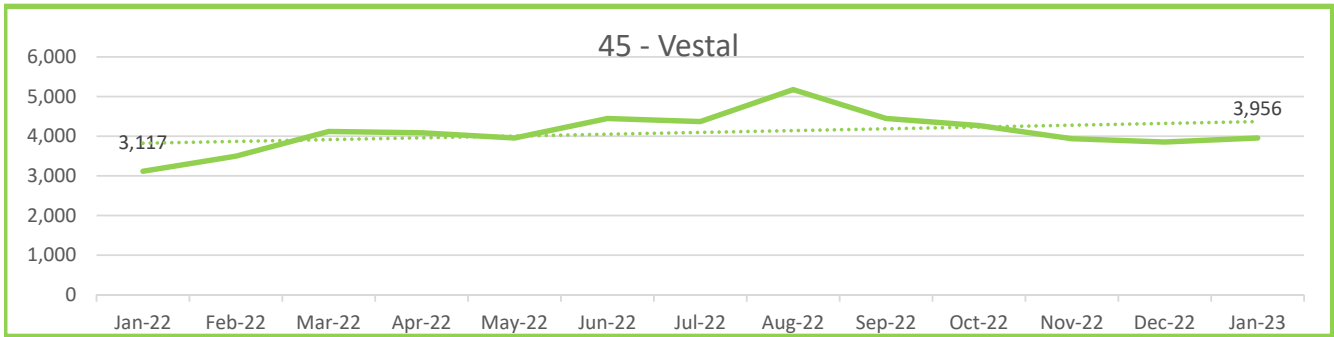
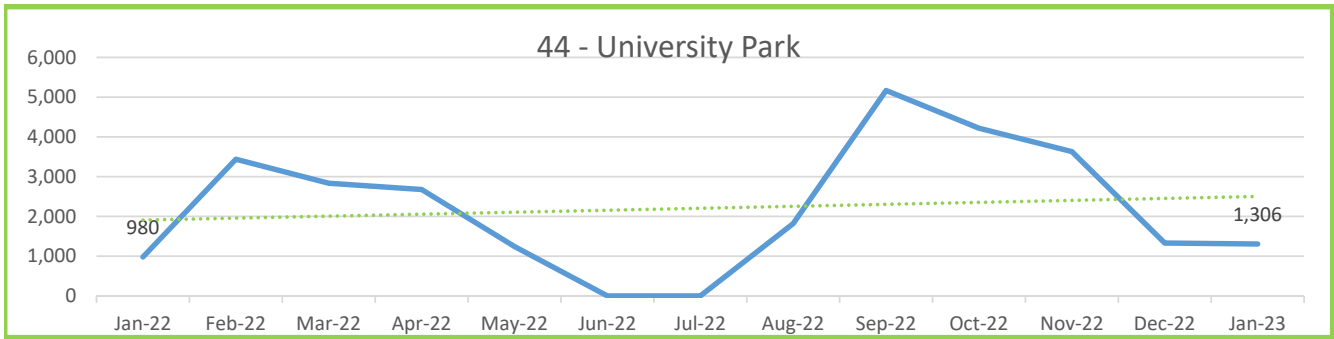
16 - Cedar Bluff Connector



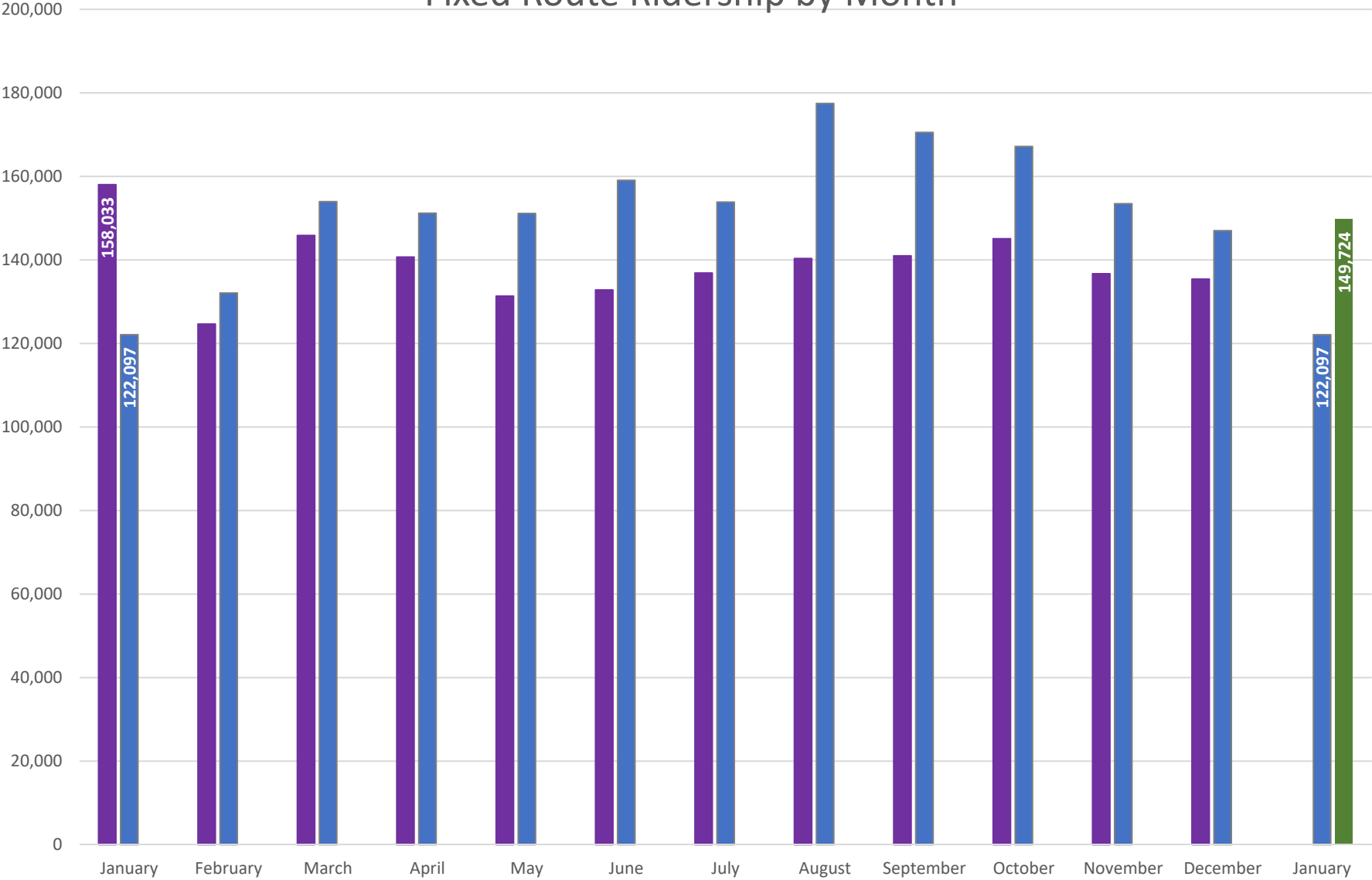






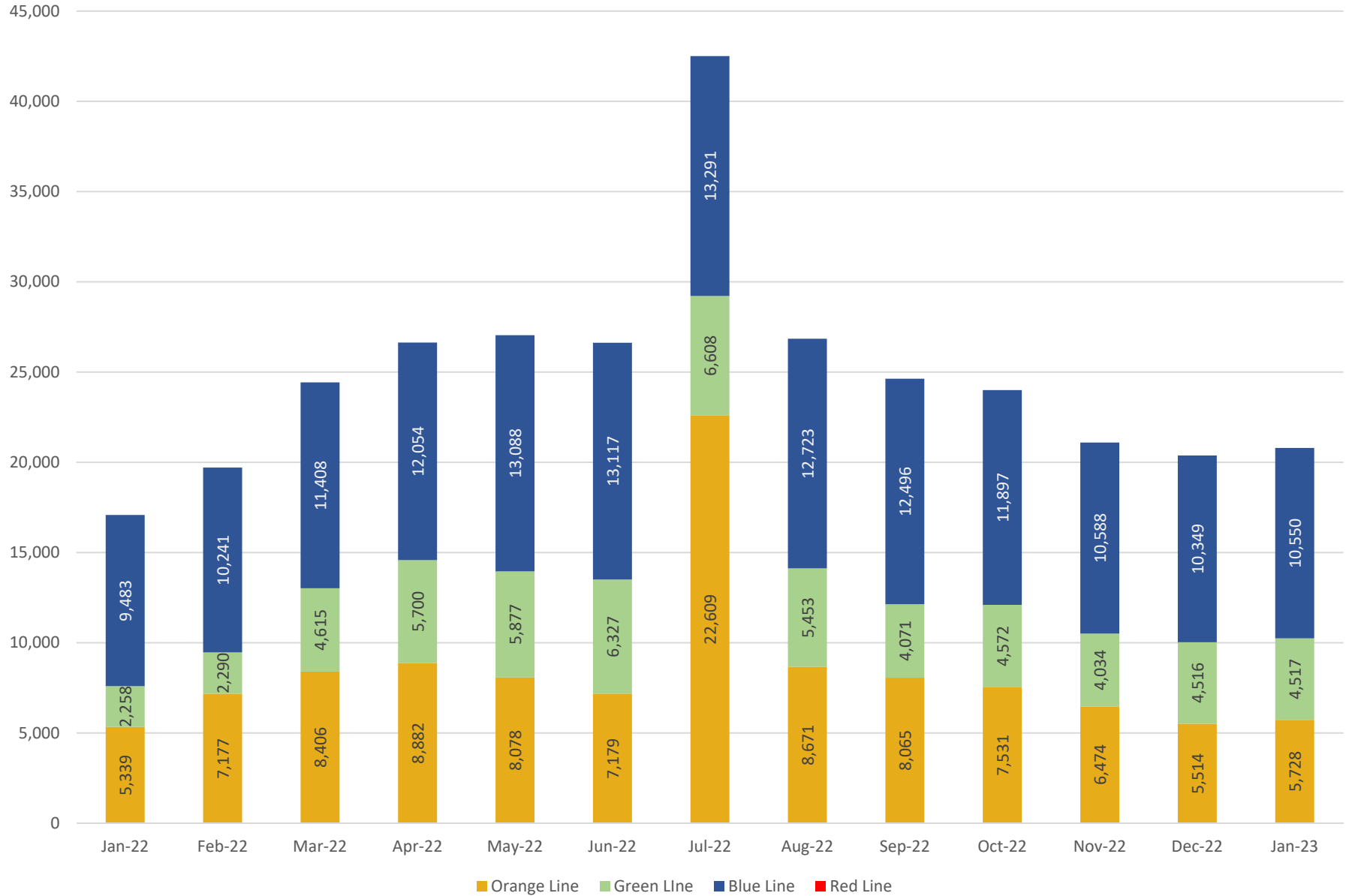


Fixed Route Ridership by Month



■ 2021 ■ 2022 ■ 2023

Trolley Ridership



January 2023 System Ridership by Route

