

Knoxville Transportation Authority

Meeting Date: Thursday, May 25, 2023



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CITY OF KNOXVILLE
KNOXVILLE TRANSPORTATION AUTHORITY

AGENDA

Thursday, May 25, 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 – April 27, 2023
- 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 June 22, 2023 and Adjourn

Minutes

For the Thursday, April 27, 2023, 3:00 p.m. meeting of the
KNOXVILLE TRANSPORTATION AUTHORITY
City County Building

I. Determination of Quorum

Chair Smith called the meeting to order. Chair Smith asked to confirm a quorum.

Attorney Lawhorn stated that we have 7 members present. We have a quorum.

Commissioners in attendance were as follows:

Vice-Chair Kirk
Commissioner Brakewood
Commissioner Hairr
Commissioner Nabors
Commissioner Simmons
Commissioner Durham

II. Approval of Minutes-March 23, 2023

Chair Smith asked for the approval of minutes, and asked if anyone had any questions about last month's meeting. There were no questions at that time.

Commissioner Simmons made a motion to approve the minutes from the March 23, 2023, meeting. Commissioner Durham seconded the motion. The board was unanimous.

III. Reports A. KTA Chair

Chair Smith stated that he didn't have any comments. Then he addressed the board and asked if they had any comments or anything they wanted to bring up.

B. Commissioners' Comments

Commissioner Hairr thanked Director Thorne for joining him at a major regional transportation meeting in GA and was fortunate to share the stage with him about the electric bus program that is here in Knoxville. He commended Mr. Thorne for sharing his knowledge of electric buses. Commissioner Hairr

mentioned how the audience were very appreciative of his time and what he shared. He also wanted to let the board know how much he appreciated him.

Chair Smith asked Commissioner Hairr what event he attended.

Commissioner Hairr answered that it was a Mid-South Transportation Conference. Then he stated that there were about 250 people in attendance.

Director Thorne thanked Commissioner Hairr for inviting him to the conference, and that it was great to talk about KAT's deployment of electric buses and feels that the audience was very receptive, had great questions and showed a lot of interest.

Chair Smith asked if the other Commissioners had any comments.

There were no further comments

C. Staff

i. City of Knoxville Director of Transit

Chair Smith asked Recording Secretary, Ms. Valentine, if there was anyone present to speak for the Public Forum regarding the Draft Network.

Ms. Valentine answered, yes, only one.

Chair Smith stated that there is someone that wanted to speak on behalf of KAT Reimagined. Then asked Director Thorne if it's ok for them to speak now.

Director Thorne answered, yes.

Chair Smith asked the public speaker to step forward and state his information for the record.

Wayne Koeckeritz spoke about his support for what he has seen so far with KAT Reimagined. He stated that he has been a Knoxville resident for 4 years now and is fortunate to be able to travel to other communities and experience the highs and lows of public transportation. Mr. Koeckeritz stated with all that experience he's excited to see KAT Reimagined - where it's going and all the hard work that KAT is putting into it. To "reimagine," what transportation could look like in the city. He appreciates the electric buses, and then he mentioned that he thinks he remembers looking on the proposed map that some of the buses could potentially be going down Gay St., and if that was to happen, that would be fantastic. He went on to say the fact that those routes had to

circumvent the downtown area, just didn't seem right, so if that is a correction, awesome. Mr. Koeckeritz also stated that he heard some rumors about maybe being able to purchase tickets on a mobile app. He said if that is something that is happening, he would be very excited to see that and would put us where we need to be in terms of riders who doesn't normally engage. There are a lot of people that all they have is their phone, Apple Wallet, Apple Pay, etc. Anything that they can do to move that along would be really appreciated. Then he finished by saying how appreciative he is and keeping up the hard work by Staff and the Board.

Chair Smith thanked him for his time. Then he turned it over to Director Thorne and Staff.

Mr. Thorne gave an update that ridership increased by 11.7% on fixed routes, a small increase on the Lift services, and an 8.7% increase on Trolleys. He spoke on the KAT Reimagined survey results and said that the staff was able to give an overview of those. Mr. Thorne said that Belinda Woodiel-Brill will give a presentation of the themes that staff saw in the comments from the surveys. They also want to give the board some possible solutions of those that were seen. Adding that there will be positive and negative themes, then he turned it over to Mrs. Woodiel-Brill to discuss.

Belinda Woodiel-Brill started out by saying how much she appreciates all of the involvement of the board during this process, especially this detailed work of Phase II Public Engagements. She went on to explain that some of the following slides are submitted and inspired by board members. Belinda went on to give a quick review of the existing network. She then went on to present a comparison slide made by Commissioner Durham, that showed an overlay of the pre-covid and the Draft Networks. She went on to explain that what's shown in pink is what goes away, what's in green is what has been added, and the gray is the overlap of what remains the same. Then she asked Commissioner Durham if he had anything to add to that slide. He answered, no.

Mrs. Woodiel-Brill next showed a slide that Commissioner Nabors requested information for, and it shows the average boardings per day on the majority of the routes. She mentioned that KAT was trying to do was compare the route system they have now with the draft network, and what pieces and parts that are affected. She said that you can't compare apples to apples, because all of the routes are not the same. She went onto give more details of the current route structure from highest ridership to lowest. She gave an explicit breakdown of most of the routes covered in some form, routes of concern, major boarding locations that retain service, and routes that were eliminated during pre-covid. She presented the survey overview slide that showed 669 responses to the English language survey, three responses from the Spanish language survey, and 469 from free form responses to comments. She talked

about seeing a lot of purple on Commissioners Durham's map and went over where those resources go. Mrs. Woodiel-Brill presented a slide and talked about the Resource Redistribution with the draft Network for weekdays, Saturdays and Sundays. She said those comparisons were from pre-covid and the Draft Network. Her next slide showed Route Frequencies that explained where a lot of those resources went. She then showed a slide that gave recurring themes in the comments and broke it down logistically by the common negative comments and the common request and positive comments. She discussed how the board wanted to go specifically into each of the top-rated themes and talked about them. She stated that she and Commissioner Brakewood have prepared information on themes the board showed interest in, starting with Route 23-Millertown, and Broadway Towers. What is now called route 15 in the Draft Network, may be able to be diverted along Broadway to go up by Broadway Towers, but it still would not enter the facility under this scenario, but it would go by it on the outside of the fence, which would allow some access that wouldn't be walking down the hill. She said that this could be one way to solve it. Then she gave an example of adding the altered route back in, either with additional funding or a loss of service elsewhere. Then she turned it over to Commissioner Brakewood to talk about her research.

Commissioner Brakewood visited the "problem points," at Broadway Towers. She stated that she could see why the residents would need the 23 Millertown to pull in, because if not, they would have to walk down a hill that's not pedestrian friendly. She said that they would have to cross over to Broadway, that the stops on both sides are not inviting. She went on to say that people were getting off and on at Broadway Towers as well as stops on Broadway. She said that during the middle of the day on a Friday, both route 23 inbound and outbound were well utilized. Commissioner Brakewood understands why they're asking to go inside Broadway Towers itself. She stated that she witnessed at least one person with a walker trying to get on at Broadway Towers.

Chair Smith asked how different the pick-up location on the Draft Network is as opposed to where it is now.

Mrs. Woodiel-Brill answered that the stop is on the street. It may have a few issues itself going up McCroskey. Getting in and out of McCroskey right and left on to Broadway could be a little bit problematic because it's steep, narrow, and hard for a bus to maneuver, so they have to really look at that. She said that if that weren't the case, it would have to be Cecil, which is further South, and is on the other side of Broadway Towers, but would catch another light, so it's all about timing too.

Chair Smith asked what the difference is now, by foot, from the projected new stop.

Commissioner Brakewood answered it's about .2 miles.

Belinda Woodiel-Brill stated that if it would be outside the gates under that sort of concept, there's not a shelter there, it's a narrow sidewalk, and a fence there that she hasn't investigated yet.

Commissioner Simmons inquired about a dollar amount.

Belinda Woodiel-Brill stated that it's really more of looking at as far as hours go. She said that if KAT were to run this, the same number of hours that they are running, resources would need to come from somewhere to cover that. It might mean a 30-minute route gets cut back to once an hour. She went on to say that KAT would have to chip away at things here and there, and it might not cost that much.

Commissioner Durham inquired about the boardings per route. He asked if that is based off when someone scans their pass. He went on to ask if KAT has the data on how many actual individuals are on the bus, as opposed to actual pass swipes.

Belinda Woodiel-Brill answered, correct. She said that they have automatic passenger counters, so they can count boardings at different stops. That it's really based on that, not individual humans.

Chair Smith inquired about the stop that is outside of the fence. He asked what street that would stop be on.

Belinda Woodiel-Brill answered that it would either be on McCroskey or Cecil. That it would be TBD as far as how a stop like that would work, that it would be on one side of the street going in one direction and then on the other side going the other direction. Crosswalk infrastructure would be something that KTA would need to have a good understanding of comfort levels for engineering on that.

Mrs. Woodiel-Brill went on to present slides for the O'Connor Senior Center. She said that one of the challenges with the O'Connor Center in particular is that KAT's ridership numbers, and actual boardings at O'Connor didn't necessarily match up with the number of comments that were received. The ridership is estimated to be 2 a day.

Chair Smith reiterated, two a day total.

Belinda Woodiel-Brill answered, yes, two a day. She stated that she feels that it was more media attention about that particular stop. She mentioned that she got a lot of calls from people who aren't necessarily users but saw the story. Having said that, she went on to talk about how wonderful the O'Connor Center

is and the services it provides. She stated that KAT doesn't want to be a barrier to anyone that needs access to it and went on to show slides of the access to the O'Connor Center from the bus stops. There are stop, .3 miles from the facility with the accessibility of sidewalks. Mrs. Woodiel-Brill asked Commissioner Brakewood if she would like to talk about her research.

Commissioner Brakewood stated that she walked it, and it's a very short walk. She said that it wasn't hilly, that there are sidewalks the entire way. That the thing she really noticed was a barbed wire fence part of the way, but there are sidewalks, and crosswalks. Commissioner Brakewood talked about how the crosswalks are well designed at each of the intersections. She mentioned that there was only one bus shelter on one side, and that maybe there could be another slotted in, and then said that no one boarded while she was visiting that area in the middle of the day on a Friday, so it was consistent with the numbers that had been discussed. Commissioner Brakewood stated that all-in-all, this didn't seem as much of an issue as Broadway Towers, and from a pedestrian perspective, there wasn't much action.

Chair Smith asked if route 31 that was shown on the previous slide was from current routing.

Belinda Woodiel-Brill answered, that is today's routing and proposed, that would not change. She said that particular section won't change under the Draft Network, except that it would be more frequent running every 15 minutes on weekdays, and 30 minutes on Saturdays.

Belinda Woodiel-Brill went on to the next slide to discuss route 90 Crosstown. The slide showed the current route and the proposed Draft Network. Some of the comments spoke about Pleasant Ridge and Cedar Ln. She said that she may have potential ideas on some of Cedar Ln. She went back to the Average Boardings Per Day slide to show the numbers of riders, then asked if anyone had any questions regarding the 90 Route.

Mrs. Woodiel-Brill went on to discuss the Trolleys, the Orange Line specifically. She went over the current trolley network, and the proposed. She showed the overlap of the comparison. She stated as coverage goes there are multiple opportunities to connect downtown with the university, the portion that runs toward the North is maintained along Gay St. to the Regas square area, and the portion that connects to the Civic Coliseum garage to downtown is maintained. She said that in fact, it will be a little more direct for people who are parking at the Coliseum garage.

Chair Smith asked BWB if she could repeat that back to him to make sure he heard it correctly.

Mrs. Woodiel-Brill answered, yes.

Chair Smith asked if it's a dashed line without a solid line, that's a gap, but if there's a solid line, by the dashed line, it's covered.

Mrs. Woodiel-Brill answered, yes. Then she gave a gap example of Hill Ave.

Chair Smith stated that it looks like the City/County building would be cut.

Mrs. Woodiel-Brill stated yes. Then said that a lot of that is the focus on going back and forth on Church, so yes. She said that one of the things that when they dive into the weeds on this, that when after the general plan is approved, KAT will come back to the board with a lot of weeds. KAT will identify where issues might be that need to be adjusted here and there, and that may be one of them. She said that right now they have service that runs, such as the 11 Kingston Pike, on Main St before it reaches Church, and that might be something KAT feels like they want to continue, just to maintain that consistency. She continued on to say that the idea behind this was to really move people through the heart of downtown as quickly and efficiently as they can, and that is using that two-way Church.

Chair Smith asked if that excludes the Main St. stops.

Mrs. Woodiel-Brill answered yes, under this scenario. Then she went on to say that is why they are here. If there are issues that the board will flag, that's what they want to go back to.

Chair Smith stated that there is a lot of foot traffic out front of the City/County building, and this is the place for public input. He thinks that they should retain that as much as possible.

Mrs. Woodiel-Brill agreed with Chair Smith. She said that one of the reasons that they and the consultants looked at Church is because Main St. is one way, and anybody that is new to transit doesn't know where to catch the bus going the other direction if it's not consistent. But because it's only a block over, which would be Cumberland, she believes that people will get adjusted.

Commissioner Durham asked if all the board would have to do is vote generally for the new routes, but they can have conversations after the fact about making tweaks. Then he asked if whatever the board votes on aren't 100% unchangeable.

Mrs. Woodiel-Brill answered correct She stated that what they will be asking this board to do initially is approve a plan. After the board approves this plan, that's when they will really go to work. They're going to take each of these routes that are in this plan, and make sure everything works: Identify

timepoints, create schedules, and make sure that everything will be able to run on time, all those details. She said that the board will approve all of those very specific detailed routes at a later date once they get those ready and that will also involve a public hearing process so that the public is well aware, because they want to be sure that everybody has a clear understanding of where new connections can be made and if those connections work. She went on to say that it's really going to be getting into a lot of details and that will come later.

Commissioner Durham spoke about some concerns he has with the trolleys, and inquired about how many physical trolleys KAT has on each route now. Then he asked about frequency.

Mrs. Woodiel-Brill answered that it depended on the route. She mentioned that they are in reduced service and went on to give how often each route runs. She said that the Orange Line has 2 trolleys, running between 15-30 minutes. The Green Line only has one vehicle running every 20 minutes, and the Blue Line is maintained with 2 vehicles because it's such a connector from the Coliseum to Downtown.

Commissioner Durham asked if we have 6 trolleys.

Mrs. Woodiel-Brill answered that they have 5 trolleys. That in a normal pre-covid situation, they would have 7 total.

Commissioner Durham stated that they own more, that they just don't have the staff for it.

Mrs. Woodiel-Brill answered yes. They have to have a few spares too.

Commissioner Durham assumed that the reason why the proposed route is what it is, is that they would put all the trolleys on one route so it's more frequent.

Mrs. Woodiel-Brill answered yes, correct. That the consultants identified a lot of overlap, and double use of resources downtown. She said this is a way to shift some of these resources into the regular fixed route system, that might have been trolleys overlapping where the fixed route was doing anyway. Thus, the idea is for one trolley route that doesn't overlap with the rest of the network and creates some efficiency.

Commissioner Durham stated that he has a concern about the trolley, and asked if there has been discussion about the new baseball park, and that it's going to be a huge destination and it seems odd that it doesn't get closer to the baseball stadium. He states that he worried that not bringing that a block or two closer to the new stadium is a mistake.

Mrs. Woodiel-Brill stated that they have been in communication with people involved from the City, and that it could be at some point, they develop a shuttle specifically to events that would drop closer to the stadium. She went on to say the reason the Green Line trolley is farther from the Old City is because they lost a street that was needed to operate to the stadium. So, they shifted the service to Gay St. If a person is parking downtown and are going to the game, the nearest stop would be at Gay St. and Jackson. They'd have to walk through the Old City to reach the stadium in the trolley scenario. She then asked if anyone had anything else they wanted to discuss on the trolleys. There was no response.

Mrs. Woodiel-Brill went on to the next slide on Route 10, Sequoyah. She spoke on taking out the portion of Kingston Pike that went through the Sequoyah area and elimination of the 10 Sequoyah route all together. Also eliminating the nearby access to the transit service by moving that route to Sutherland. She mentioned how long they've had the route and that they believed its potential to be a great connection, but it never quite had the ridership that they'd envisioned that it could. She went on to say that the Sequoyah pre-covid was what was called a peak service. It ran 3 trips in the morning and 3 trips in the evening. That it doesn't run a lot and the passenger per hour was ok, because it ran so infrequently, and now it is proposed to go away. There was no further comment.

Mrs. Woodiel-Brill presented the final slide of Division St; which includes the Public Defender's Office and Juvenile Court. She said that it wasn't really mentioned in the comments, but there were concerns about it. She talked about what would potentially go away, and what would stay. She talked of the city putting sidewalks on Liberty St, which would be helpful. Then she pointed out the location of the Public Defender's Office, an approximate location where KCDC will be locating 32 units of veteran housing, and where the Juvenile Center is. Mrs. Woodiel-Brill mentioned that she received word that the Pellissippi Campus on Division St. will be closing soon, so that wouldn't be much of a concern. She believes that they originally started that route specifically for Pellissippi. Then she turned it over to Commissioner Brakewood.

Commissioner Durham asked when will Pellissippi close.

Mrs. Woodiel Brill stated that she believed that this would be their final semester.

Vice Chair Kirk answered yes, this will be their final semester.

Commissioner Brakewood gave information on her research for the 17 Sutherland area at the Knox. Co. Juvenile Court. She said that she didn't walk up to the Public Defender's office, but to the Juvenile Center and came down to

Sutherland just to get a feel for it. She stated that there are no sidewalks, it is very unfriendly to pedestrians, and she could barely get across Sutherland. She said that there was so much traffic and there were no crosswalks, and no call signals. She said that she could see where there are concerns, basically in large part because of lack of pedestrian facilities all along that area.

Commissioner Brakewood asked BWB how many boardings per day from Broadway Towers.

Mrs. Woodiel-Brill answered that she would double check on it, but she believes it was 5 boardings in one direction, and 5 boardings in the other direction. Some people were going downtown, and some people were going to Walmart, so around 10 a day on average. She said that it would also include the weekend numbers too. Probably a little higher on the weekdays.

Chair Smith asked Director Thorne if he had anything to add.

Director Thorne said that they have some potential solutions, and the next steps would be to meet as staff and with Jarrett Walker and Associates to talk about how much this is going to cost and what the trade-offs may be. He said that he wants to make sure that the board feels comfortable with what they presented today and how they could possibly solve the recurring themes that they we are hearing in the comments.

Chair Smith asked how they are estimating demand for Sunday ridership given they don't really have it now. He asked how they calculate that.

Director Thorne stated that it's nice to have a consistent service throughout the week and weekends being the same especially they are serving people that do work 7 days of the week. Be it retail, grocery store, etc. He feels that is very important, then asked if Mrs. Woodiel-Brill wanted to add anything.

Mrs. Woodiel-Brill said that the only thing she wanted to add is that they have been surprised at how full the buses can be on Sundays. That it's really one of those things they didn't expect, but even the Kingston Pike bus going through Bearden on a Sunday is surprisingly full. She said that she didn't have the exact numbers with her as far as a breakdown of weekdays vs. Sundays, but this was obviously something that came up in the comments about the idea to enhance Sunday service. What she is wanting to know is general thoughts from the board as far as priorities, guidance and direction on this next design.

Director Thorne wanted to add that the solutions that they presented today are primarily keeping everything in place and making small adjustments. He said

that looking at a potential new route may be an added cost, or they can look at some other service that they could reduce to pay for that additional route that would solve some of these occurring themes. He stated that they are keeping most of the Draft Network intact.

Chair Smith about the new route. He asked if the new route would take riders directly to Broadway Towers and the O'Connor Center.

Mrs. Woodiel-Brill answered that is the idea. She mentioned how that route would run from downtown by O'Connor, Washington Ave., 6th Ave. up to Broadway Towers, then on out to Walmart. She said again, conceptionally, but just a way to solve both of those problems and to almost create more of a demand for service to O'Connor than what they have now because it would be so direct from Broadway Towers. She said that it might open a new demand that they aren't necessarily seeing at O'Connor right now.

Director Thorne said that even with adding this potential route, they wouldn't know what the cost would be, or shifting some other resources to pay for it. He said that they're also keeping it in the framework of that 70/30 split, and that it's probably not going to be 70%, it may be lower than that, but they're still maintaining that direction the board sent out originally.

Chair Smith asked if any commissioners had any particular thoughts on any of the ideas that were presented today.

Commissioner Simmons asked if it's safe to assume that there would be some correlation between how the bus riders are on Saturdays to think that would bleed over to Sundays.

Director Thorne stated that usually for transit, you have weekday service that is going to have the most ridership. Then he stated that it may drop off on Saturdays, and a little more on Sundays, but that doesn't mean that they couldn't have the same amount of ridership on Sundays that they do on Saturdays. He continued saying that they're adding a downtown circulator, and they don't currently have trolley service on Sundays, so all of these things work together. Director Thorne mentioned that they very well could have the same ridership on Saturday and Sundays.

Mrs. Woodiel-Brill mentioned that the other thing she hears a lot about Sundays is about going to church. So that may counterbalance some of the busier Saturdays with people who want to do that on Sundays.

Commissioner Nabors said that with the few numbers of riders at Broadway Towers and at O'Connor, asked if they would be taken care of by CAC.

Director Thorne stated that right now, if they are scheduling a work trip, then yes, CAC can pick them up. However, if they're not doing a work trip, it falls back to them. If they have a disability and they qualify for their ADA transit LIFT Service. Only if they're making a work trip, CAC could pick them up through their work program.

Commissioner Nabors asked if the paratransit that KAT provides could schedule them.

Director Thorne answered, yes, if they are qualified. They could apply for it

Commissioner Nabors asked if those people are aware and if it's available. She said that it would be convenient for them, that it'll drop them where they need to go and to the door.

Director Thorne mentioned that they have an upcoming meeting with Broadway Towers to talk about bus stops. He stated that he will find that out when they have that conversation.

Chair Smith said that he likes the idea of an additional route. He feels that limiting the hours of service is a good secondary suggestion to offset that additional cost and that's feasible, and although he does like the idea of paratransit, he feels that the paratransit is going to have to respond more because of this Draft Network already. He mentioned that he would like to get from staff what their ideas in terms of providing the paratransit change.

Director Thorne stated the current ADA paratransit service area that exists today will not change underneath this plan, no matter what they do. They're going to keep the exact same paratransit service area that they've had since 2009.

Chair Smith agreed with Director Thorne and stated that's not to be minimized or glossed over. He then asked if someone relies on paratransit today, someone could still have access to it tomorrow, after the Draft Network.

Director Thorne answered correct. He said that one thing is that it's not going to change or expand anywhere. The current service area will still be $\frac{3}{4}$ of a mile or going beyond $\frac{3}{4}$ of a mile in most areas based on the Draft Network.

Chair Smith asked if that is a significant commitment. He stated that the biggest priority for him is if they make the existing network more efficient for everybody who rides it, paratransit has to stay consistent and that's commendable, and a big deal. The only other comment that he'd like to add is the Main St. stop. He feels that it's really important for people to come to court, to come to meetings, etc. Then he asked if any other Commissioners had any further comments.

Commissioner Nabors had a question about stops and inquired if there is a separate budget for micro transit, or would it have to be taken out of the current one.

Director Thorne explained that what they're trying to do is be a partner with Justice Knox, and talk about micro transit and do a micro transit zone, but during those conversations, they also had brought CAC into it to discuss how could they do a micro transit zone with all of the demand they have already from paratransit, and knowing the fact that they're going to keep this ADA paratransit zone in place. He said that what they had come up with is basically coordinating our services with what CAC is doing, because right now they have 20 buses and CAC has 50. Director Thorne stated that they are going to do a better job and coordinating our services and picking up passengers. That's what they're hoping that CAC can help them do, and that they can work together to be able to meet the capacity. He said the plan is to make a coordinated effort and also keep their zone the way it is and deal with micro transit. Those conversations with CAC are ongoing, and they think it's the right thing to do.

Commissioner Durham spoke on density and parking minimums and asked if there had been a conversation about reducing parking minimums. He stated that he would love to see the reduction of parking minimums everywhere. Then he talked about that he would like to push that on some of the major corridors, such as Magnolia, Broadway, and Chapman as a start. From point A to point B, they should not have parking requirements. Commissioner Durham feels that as a commission, he wants to make sure they're aware of how all of these places are connected. He stated that he doesn't want to pass this plan and if the ridership increases, they miss out on it being what it could be, because they're still treating the inner urban area like their suburban sprawl, and they're not, and they should function differently. He said it's something to look at moving forward.

Chair Smith stated to Commissioner Durham, that his City Council members would be a good place to start. And that he is proud to say that other than downtown, there are only two other places in the city that have zero parking minimums, and they are South Waterfront, and Cumberland. He stated that he agrees with Commissioner Durham, and that he would be happy to point him to his City Council person, (which is him). He also thinks that there are a few others as well. Chair Smith went on to ask for other commissioner comments.

Commissioner Brakewood thanked Mrs. Woodiel-Brill and staff for the presentation, preparing their remarks, and highlighting the pain points in a systematic way that were discussed last time. She thinks that they can come back and address what the public has been concerned about, then it would be a good step forward to the next step in this process.

Director Thorne wanted to mention that Mrs. Woodiel-Brill had done an amazing job and came up with some of the solutions. He thanked her for her hard work and efforts.

Chair Smith asked what would be helpful to staff for them to prioritize one of the themes to pursue to give response to their recommendations. He asked how they could help them to meet with the consultants again with some focus.

Mrs. Woodiel-Brill stated that if there is anything that they've talked about today in particular, that is painful or important to them, that they really feel should be addressed in some way, that would be good to know. She talked exploring the concept of maybe two different ways to solve the 23. She said maybe put some numbers to that, and if there are any other thoughts as to where they might want to rob resources if they need to. Should they rob them from more frequencies or rob them from Sundays. She said they want to take away as little as possible. She mentioned that collectively, she loved seeing the consistency during the week, love seeing the red, and 15-minute service. She said that if there are any other thoughts, they may have beyond what was talked about, they'd love to hear it.

Chair Smith stated that he didn't hear any critiques on the 90 from the board or anything around the trolley or Sequoyah Hills.

Mrs. Woodiel-Brill added that they may have a little bit of an idea on addressing a part of the Cedar Lane portion of the 90. She said they may be able to cover a portion of that 90 with the route that's in the Draft Network. She stated that the numbers she's seen indicate that most of the passengers are boarding on the west side of Inskip on Cedar Lane close to 90%. She said that they have a few ideas in the hopper. Some may work, some may not, but it's at least something they're looking into.

Chair Smith thanked Mrs. Woodiel-Brill. He stated that the board is trying to make significant improvements, and fine tune as good as they can make them. He said that he doesn't want to minimize access to more jobs, but the speed at which the average person can travel more. He listed demographics, and said that all are at least 20% or better, so the Draft Network is improving. Chair Smith said that this is an improved transit network, now they have to fine tune specifics to make sure that people that need it the most are getting that service and staff has looked after paratransit service to make sure that is consistent so, they haven't lost anything. He applauded progress and said there's still a little more work to do. Then he confirmed with Mrs. Woodiel-Brill that staff will meet with the consultant and then come back with an amended Draft.

Mrs. Woodiel-Brill stated that is the plan. She said that she doesn't have a timeline just yet. They were going to wait to see what the general board feel was for the comments but hopes to have the next planning session scheduled

fairly quickly. She stated that she doesn't know if it will be by the next meeting, or the following one. It would be nice to come back to the board in May, but they'll see how their timing works.

Chair Smith stated that the thing that has been unanimous is that they all take the time they need to get it right. He then asked if there were any other comments from staff or commissioners on this topic. There were none.

iii. TPO Transit Planner

Doug Burton talked about the technical report that was handed out. He stated that they have professional researchers and graphics people that do a lot of great work and created a whole technical report series. He said they can go to knoxplanning.org and see where they cover all types of topics. Mr. Burton mentioned this is the Federal Government under the Biden administration, so it trickles down through the Federal Transit Administration. He stated that Equity and Vulnerable Populations is one of their emphasis areas, and a lot of federal funding is available, and they and KAT can apply for it. He stated that they always want to see some type of equity component and how it's going to help people out. Mr. Burton felt that this was something good to share with the commissioners.

IV. New Business

There was no new business

V. Old Business

There was no old business

VI. Public Comment

There were no further public comments.

Chair Smith said without any other discussion, meeting is adjourned

VII. Set Next Meeting and Adjourn

The next meeting was set for May 25, at 3:00 p.m. at the City County Building Main Assembly Room.

Respectfully submitted,
Analisa Valentine
KTA Recording Secretary

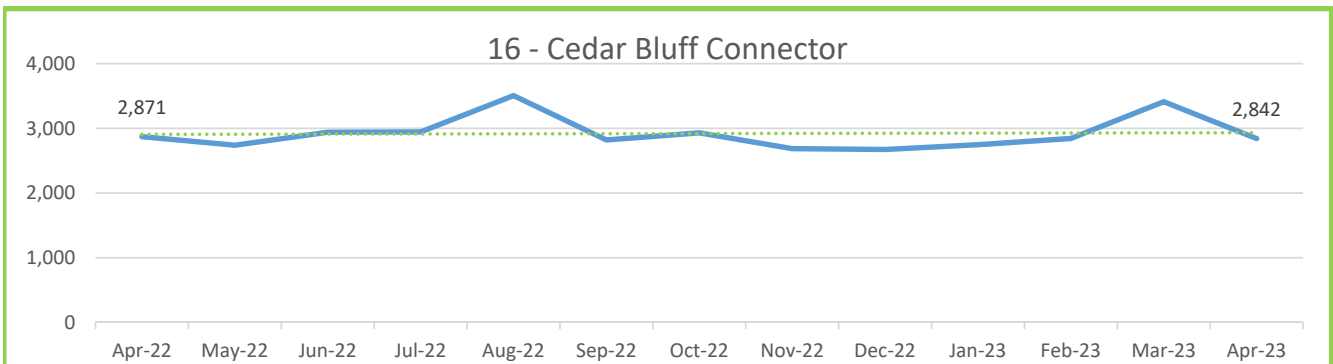
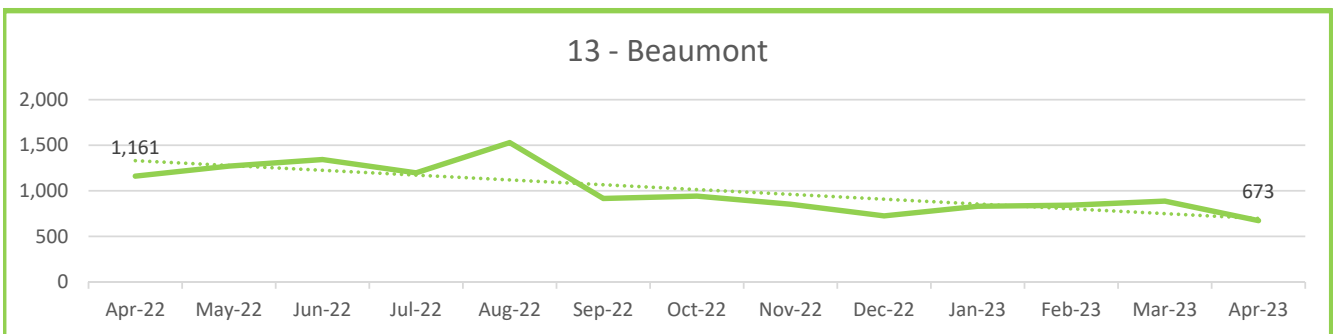
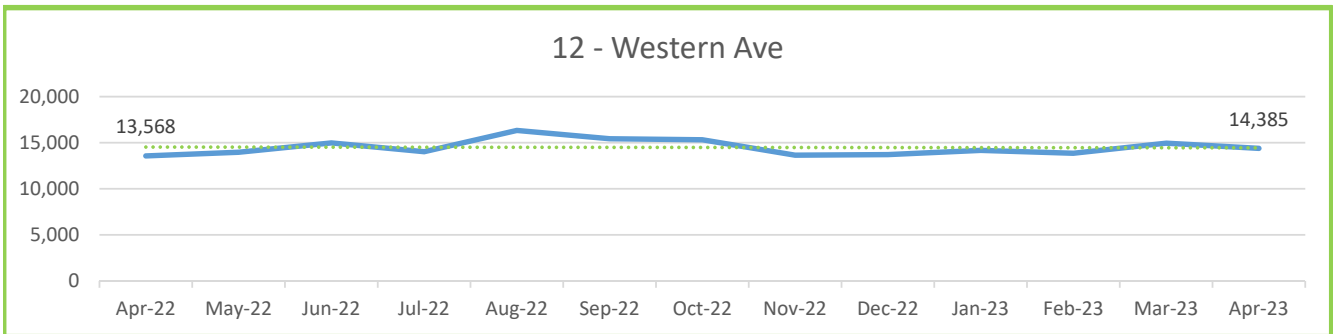
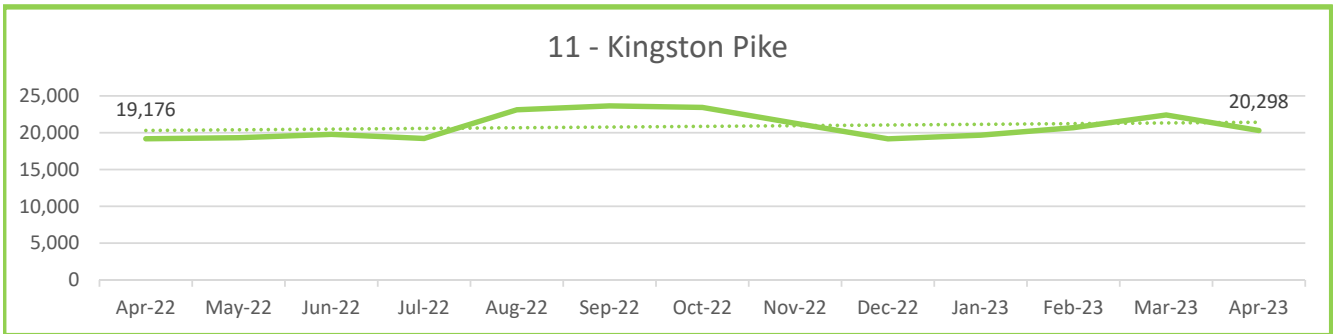
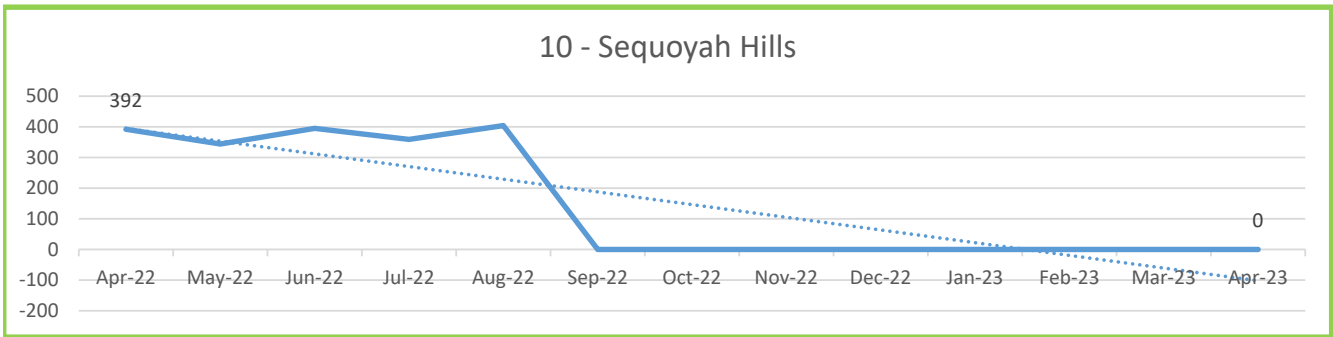
City of Knoxville
Schedule of Revenues & Expenses Compared to Budget
April 2023

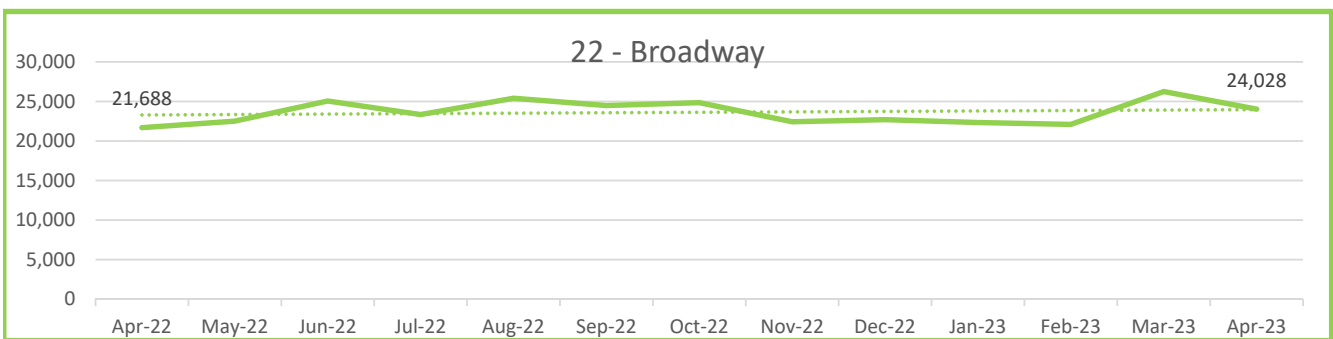
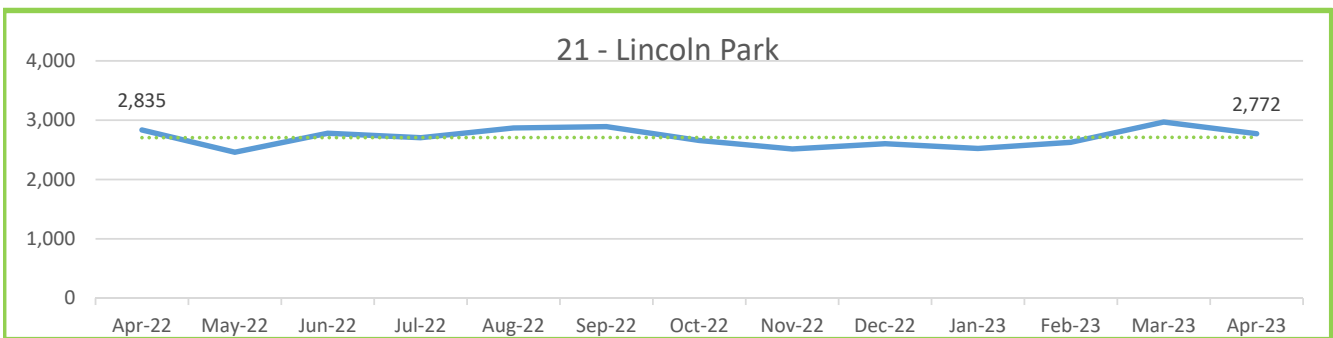
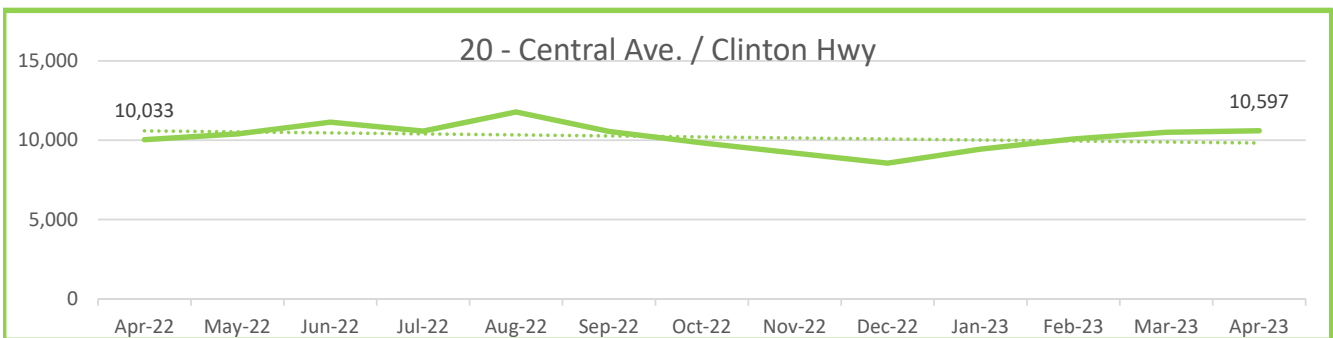
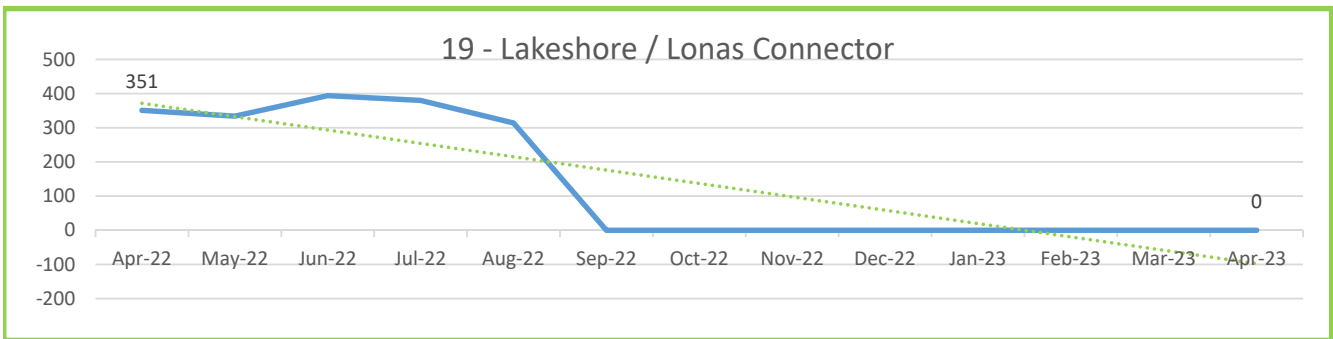
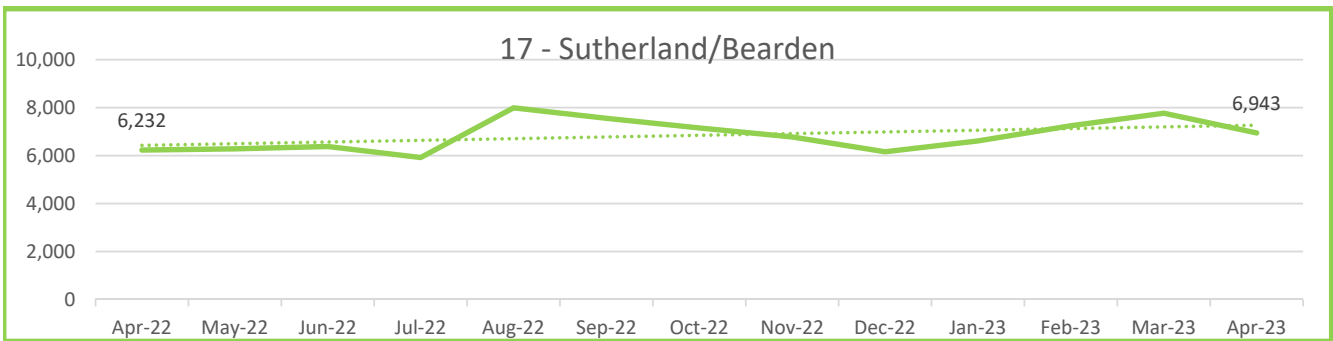
	Current Year:					Prior Year:	
	Original Budget	Current Budget	Actual	Variance		Actual - Prior Year	Variance
Revenue							
Charges for Service							
Farebox & Pass Revenue	\$ 550,000	\$ 550,000	\$ 537,479	\$ (12,521)	97.72%	\$ 496,544	\$ 40,935
Ticket Sales	532,830	532,830	343,047	(189,783)	64.38%	274,668	68,379
Miscellaneous Subsidies - KAT	90,000	90,000	65,000	(25,000)	72.22%	65,000	-
Football Shuttle	150,000	150,000	111,250	(38,750)	74.17%	92,011	19,239
Charter Fees	20,500	20,500	12,200	(8,300)	59.51%	23,750	(11,550)
UT Trolley Subsidy	88,150	88,150	66,113	(22,037)	75.00%	66,113	-
Miscellaneous Revenue	3,500	3,500	1,650	(1,850)	47.14%	1,957	(307)
Total Operating Revenue	<u>1,434,980</u>	<u>1,434,980</u>	<u>1,136,739</u>	<u>(298,241)</u>	<u>79.22%</u>	<u>1,020,043</u>	<u>116,696</u>
Non-Operating Revenues							
Federal Grants	-	-	4,349,596	4,349,596	-	12,128,462	(7,778,866)
State Contribution	3,462,800	3,462,800	6,320	(3,456,480)	0.18%	3,033,280	(3,026,960)
Transit Grant Revenues	10,968,700	10,968,700	4,475,162	(6,493,538)	40.80%	3,383,082	1,092,080
General Fund Transfer	9,838,500	10,075,500	9,114,132	(961,368)	90.46%	-	9,114,132
Total Non-Operating Revenues	<u>24,270,000</u>	<u>24,507,000</u>	<u>17,945,210</u>	<u>(6,561,790)</u>	<u>73.22%</u>	<u>18,544,824</u>	<u>(599,614)</u>
Total Revenue	<u>\$ 25,704,980</u>	<u>\$ 25,941,980</u>	<u>\$ 19,081,949</u>	<u>\$ (6,860,031)</u>	<u>73.56%</u>	<u>\$ 19,564,867</u>	<u>\$ (482,918)</u>
Expenditures							
Personal Services							
Wages, Taxes, & Retirement Contributions	\$ 15,643,290	\$ 15,643,290	\$ 11,446,153	\$ 4,197,137	73.17%	\$ 10,766,516	\$ 679,637
Employee Group Insurance/Benefits	4,158,020	4,158,020	3,138,745	1,019,275	75.49%	3,177,551	(38,806)
Total Personal Services	<u>19,801,310</u>	<u>19,801,310</u>	<u>14,584,898</u>	<u>5,216,412</u>	<u>73.66%</u>	<u>13,944,067</u>	<u>640,831</u>
Administrative Expenses							
Supplies	435,210	557,240	245,400	311,840	44.04%	249,468	(4,068)
Services	2,274,790	2,738,160	2,288,487	449,673	83.58%	2,057,146	231,341
Total Administrative Expenses	<u>2,710,000</u>	<u>3,295,400</u>	<u>2,533,887</u>	<u>761,513</u>	<u>76.89%</u>	<u>2,306,614</u>	<u>227,273</u>
Fleet Expenses							
Fleet Supplies	5,000	5,000	4,025	975	80.50%	-	4,025
Parts	450,000	50,000	3,592	46,408	7.18%	96,053	(92,461)
Fuel/Oil/Fluids	2,248,520	2,300,120	1,955,547	344,573	85.02%	1,402,676	552,871
Total Administrative Expenses	<u>2,703,520</u>	<u>2,355,120</u>	<u>1,963,164</u>	<u>391,956</u>	<u>83.36%</u>	<u>1,498,729</u>	<u>464,435</u>
Total Expenditures	<u>\$ 25,214,830</u>	<u>\$ 25,451,830</u>	<u>\$ 19,081,949</u>	<u>\$ 6,369,881</u>	<u>74.97%</u>	<u>\$ 17,749,410</u>	<u>\$ 1,332,539</u>
Excess (Deficiency) of Revenues Over Expenses			<u>\$ -</u>			<u>\$ 1,815,457</u>	<u>\$ (1,815,457)</u>

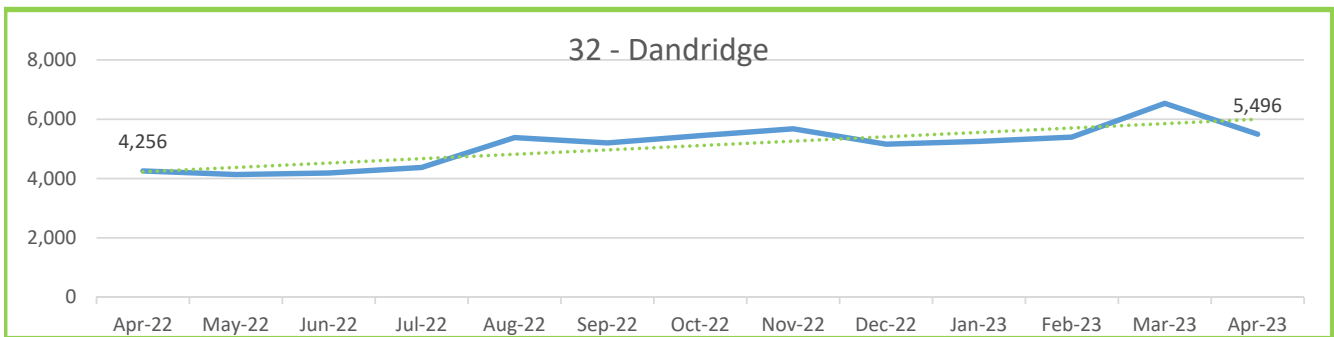
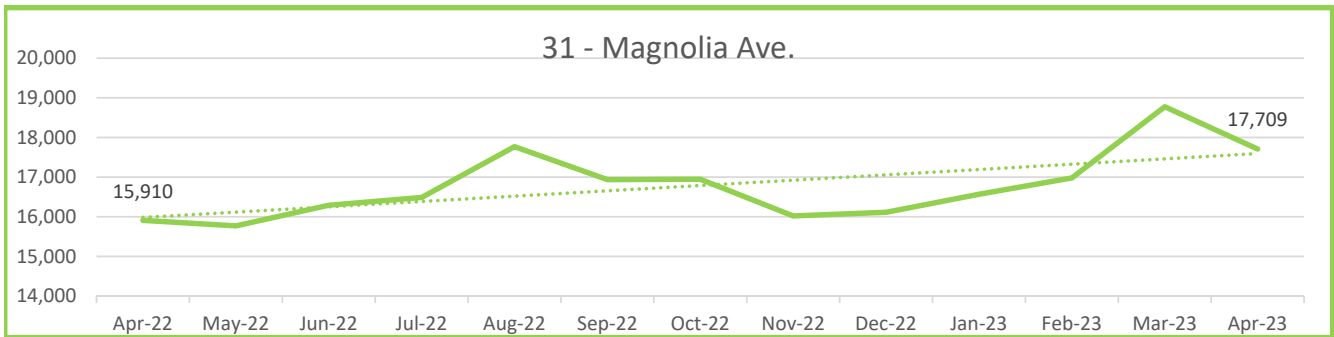
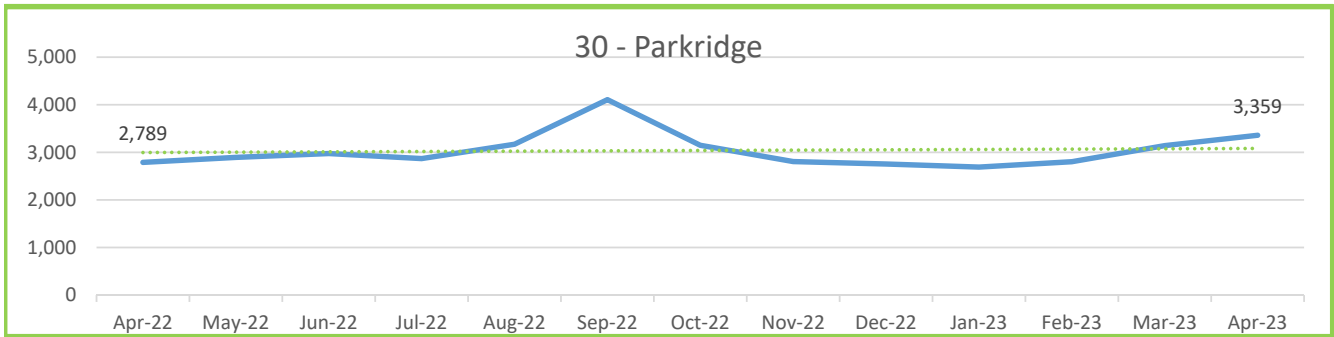
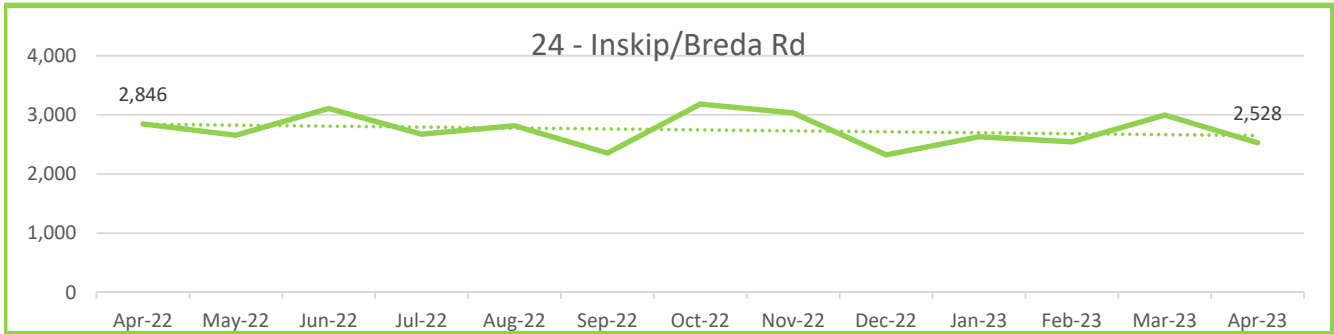
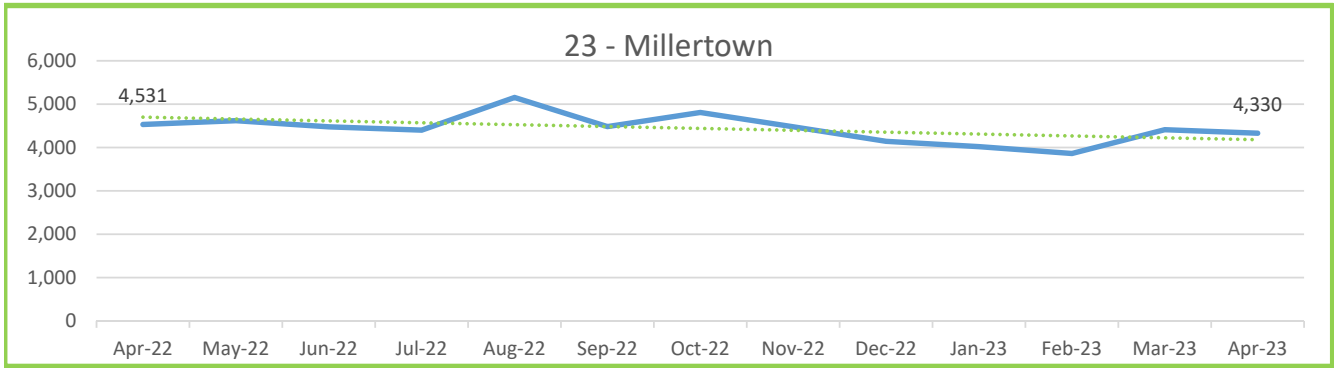


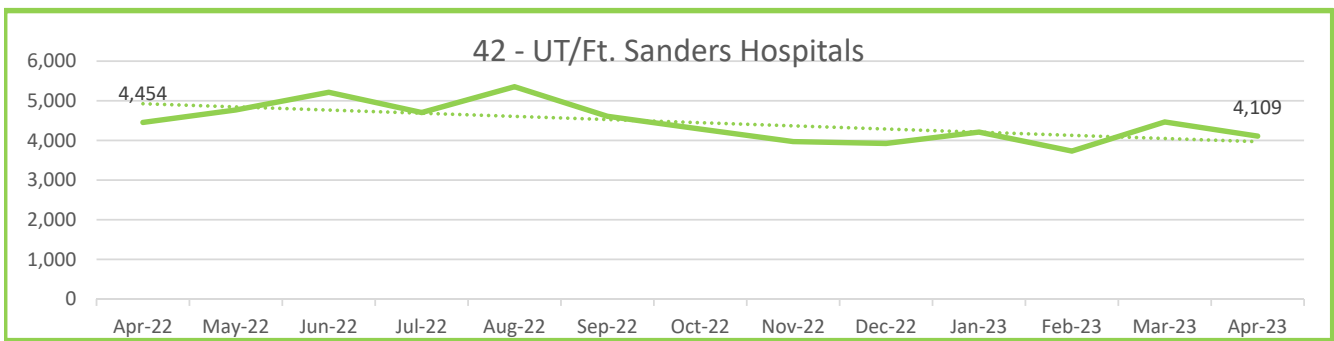
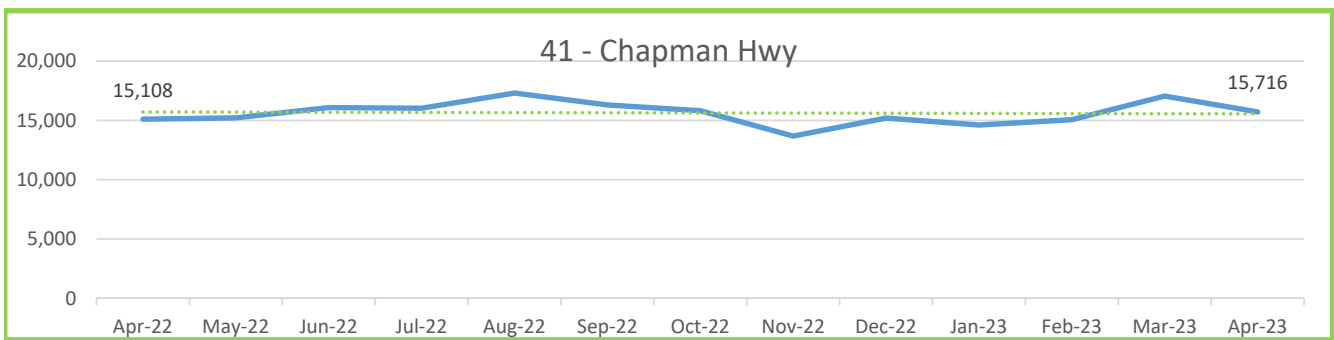
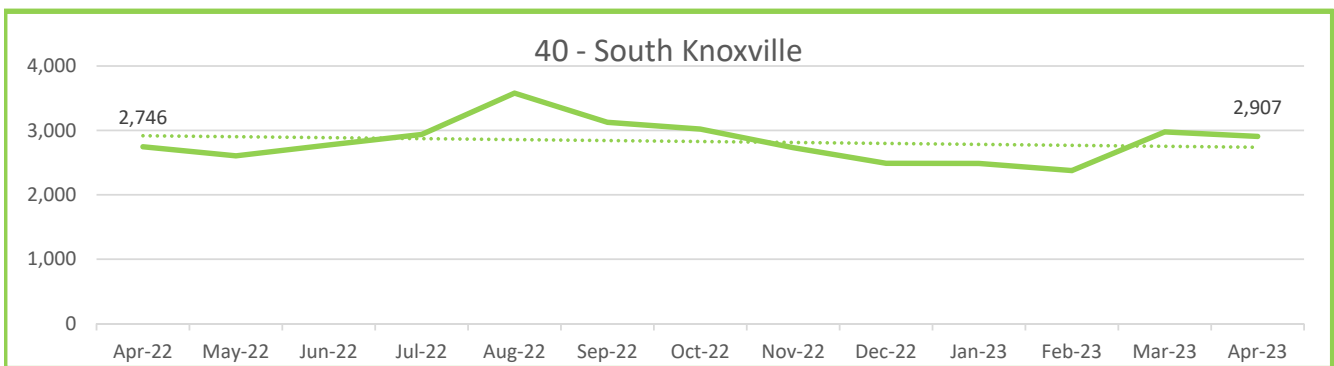
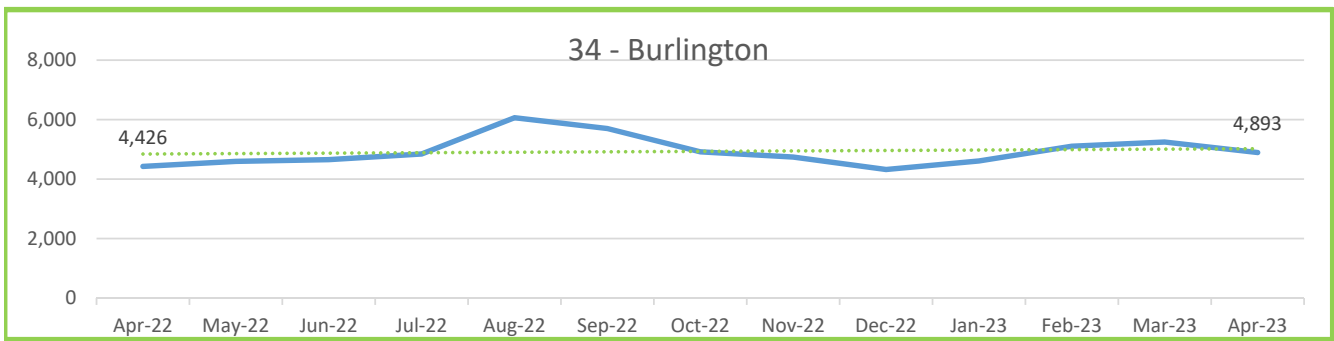
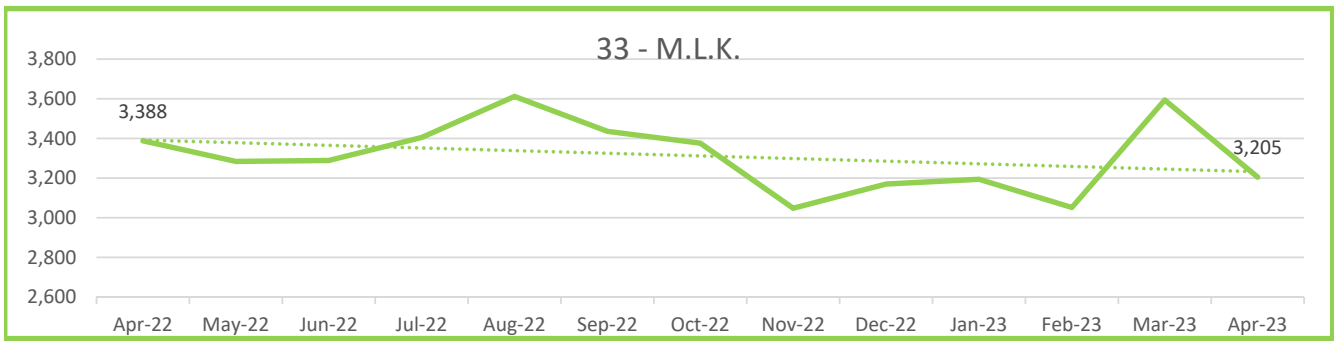
KNOXVILLE AREA TRANSIT
ROUTE PERFORMANCE REPORT
 April, 2023

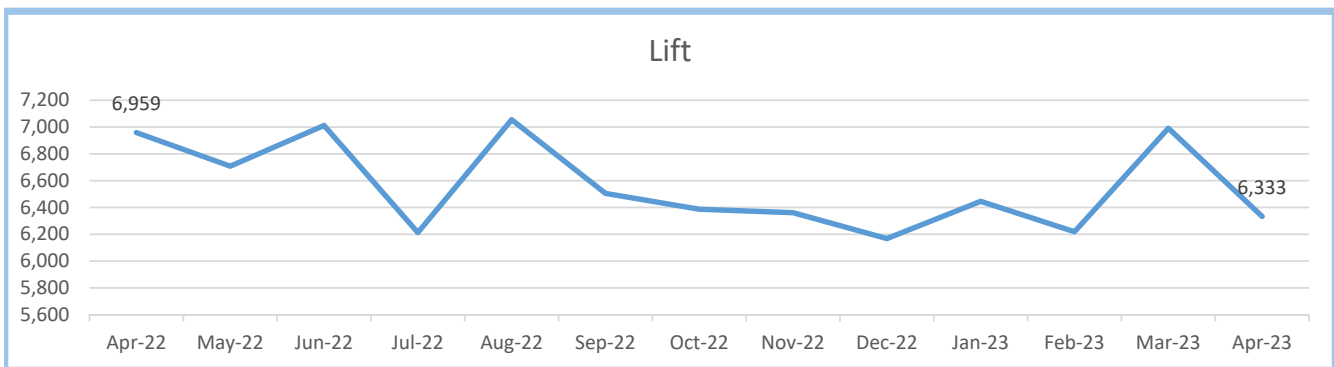
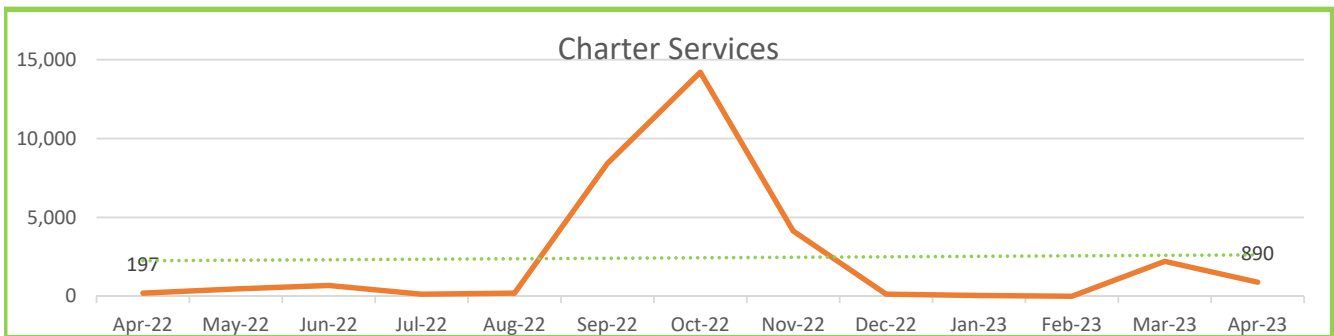
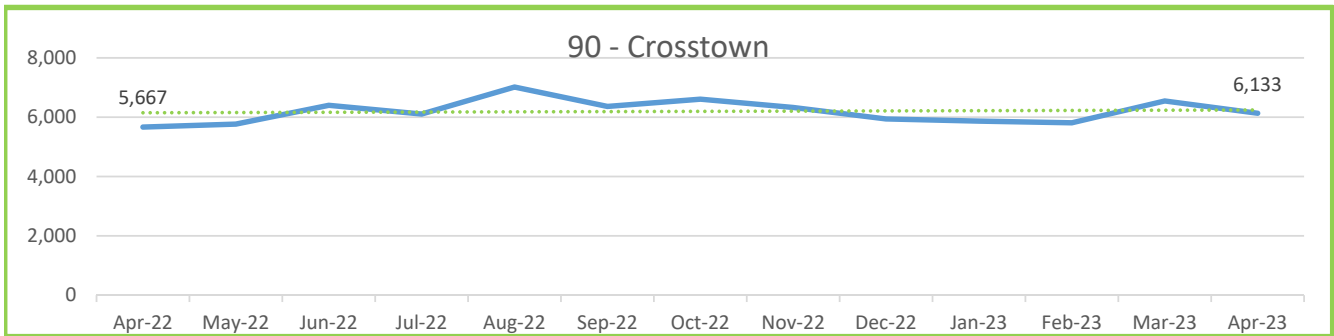
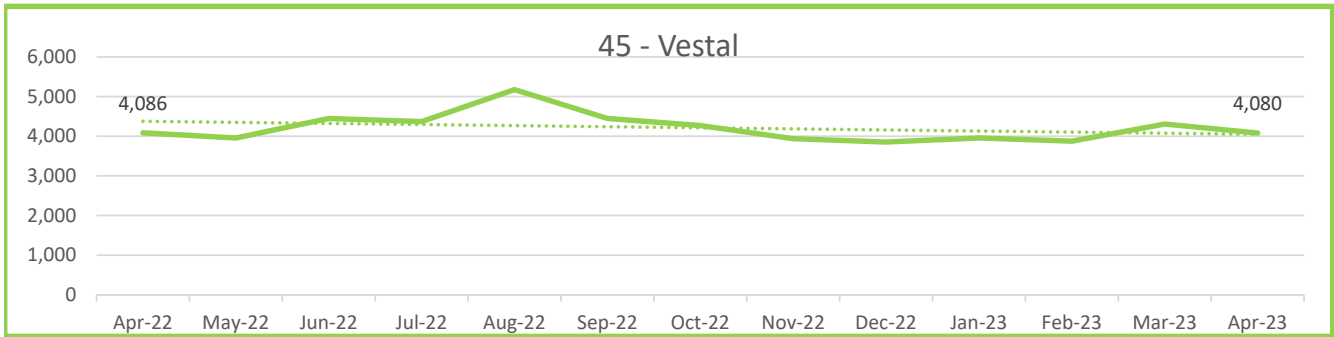
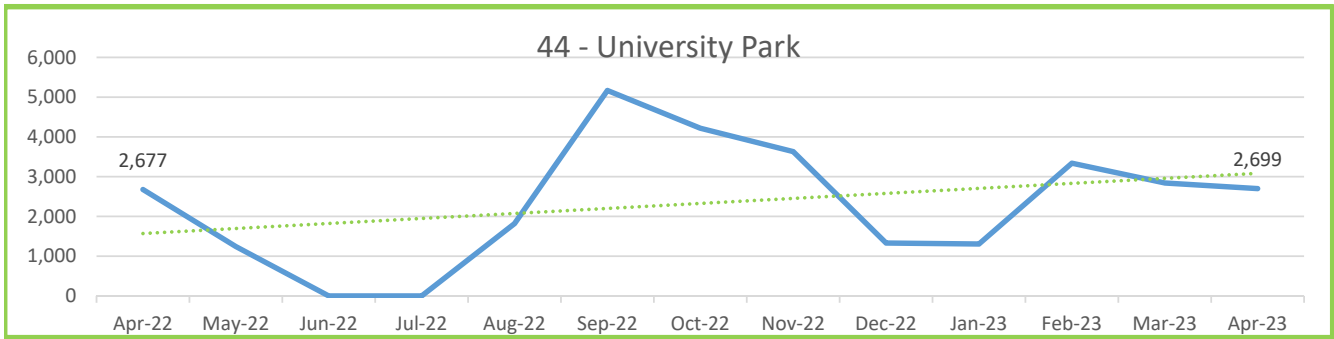
ROUTE NUMBER	ROUTE NAME	RIDERSHIP	Percentage of Ridership	MILES	Percentage of Miles	HOURS	Percentage of Hours	Passg/ Mile	Passg/ Hour
10	Sequoyah Hills	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
11	Kingston Pike	20,298	12.7%	26,370	13.2%	2,210	14.7%	0.77	9.18
12	Western Ave	14,385	9.0%	17,132	8.6%	1,291	8.6%	0.84	11.15
13	Beaumont	673	0.4%	1,722	0.9%	126	0.8%	0.39	5.36
16	Cedar Bluff Connector	2,842	1.8%	4,594	2.3%	362	2.4%	0.62	7.85
17	Sutherland/Bearden	6,943	4.3%	8,921	4.5%	688	4.6%	0.78	10.10
19	Lakeshore/Lonas Connector	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
20	Central Ave/Clinton Hwy	10,597	6.6%	12,190	6.1%	750	5.0%	0.87	14.14
21	Lincoln Park	2,772	1.7%	4,318	2.2%	339	2.3%	0.64	8.17
22	Broadway	24,028	15.0%	17,791	8.9%	1,318	8.7%	1.35	18.23
23	Millertown	4,330	2.7%	7,460	3.7%	627	4.2%	0.58	6.90
24	Inskip/Breda Rd	2,528	1.6%	6,110	3.1%	442	2.9%	0.41	5.72
30	Parkridge	3,359	2.1%	3,219	1.6%	253	1.7%	1.04	13.26
31	Magnolia Ave.	17,709	11.1%	12,734	6.4%	1,071	7.1%	1.39	16.53
32	Dandridge	5,496	3.4%	6,829	3.4%	438	2.9%	0.80	12.54
33	M.L.K.	3,205	2.0%	7,053	3.5%	553	3.7%	0.45	5.80
34	Burlington	4,893	3.1%	10,089	5.1%	690	4.6%	0.48	7.09
40	South Knoxville	2,907	1.8%	9,996	5.0%	708	4.7%	0.29	4.10
41	Chapman Hwy	15,716	9.8%	13,529	6.8%	828	5.5%	1.16	18.99
42	UT/Ft Sanders Hospitals	4,109	2.6%	3,375	1.7%	421	2.8%	1.22	9.76
44	University Park	2,699	1.7%	2,137	1.1%	246	1.6%	1.26	10.95
45	Vestal	4,080	2.6%	9,278	4.6%	648	4.3%	0.44	6.30
90	Crosstown	6,133	3.8%	14,901	7.5%	1,054	7.0%	0.41	5.82
	Other/ Unknown	0							
SUB TOTAL LINE SERVICE		159,702		199,747		15,062		0.80	10.60
82	Trolley (Orange Line)	7,865	32.6%	4,161	39.4%	663	41.8%	1.89	11.87
84	Trolley (Green Line)	5,372	22.2%	2,076	19.7%	352	22.2%	2.59	15.26
86	Trolley (Blue Line)	10,920	45.2%	4,325	40.9%	571	36.0%	2.52	19.13
SUB TOTAL TROLLEY SERVICES		24,157		10,562		1,586		2.29	15.23
TOTAL PASSENGERS WITH TROLLEYS		183,859		210,309		16,647		0.87	11.04
LIFT SERVICE		6,333		43,609		3,117		0.15	2.03
TOTAL SCHEDULED SERVICES		190,192		253,918		19,764		0.75	9.62
TOTAL CHARTER SERVICES		890		290		46		3.07	19.56
GRAND TOTAL ALL KAT SERVICES		191,082		254,208		19,810		0.75	9.65



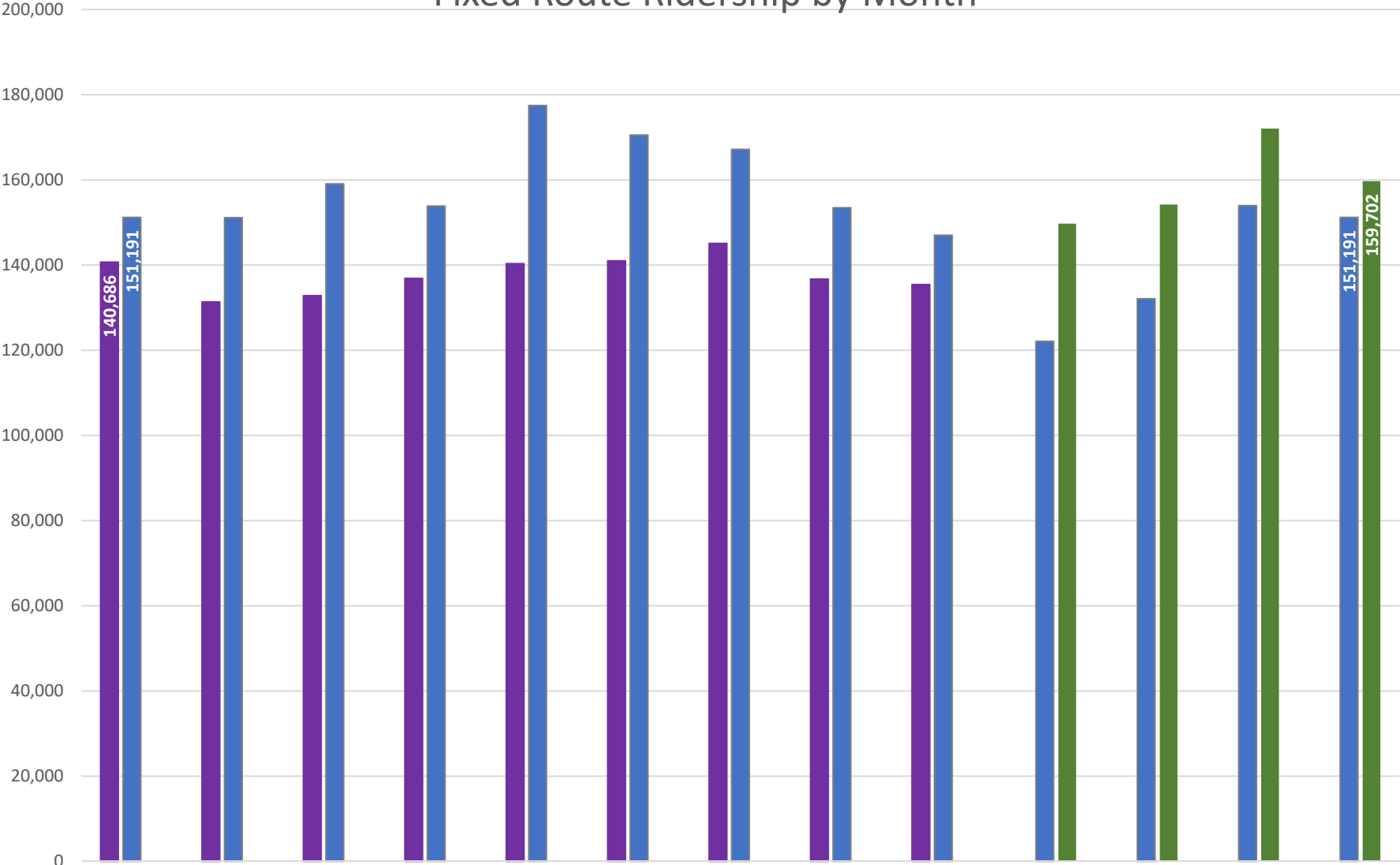






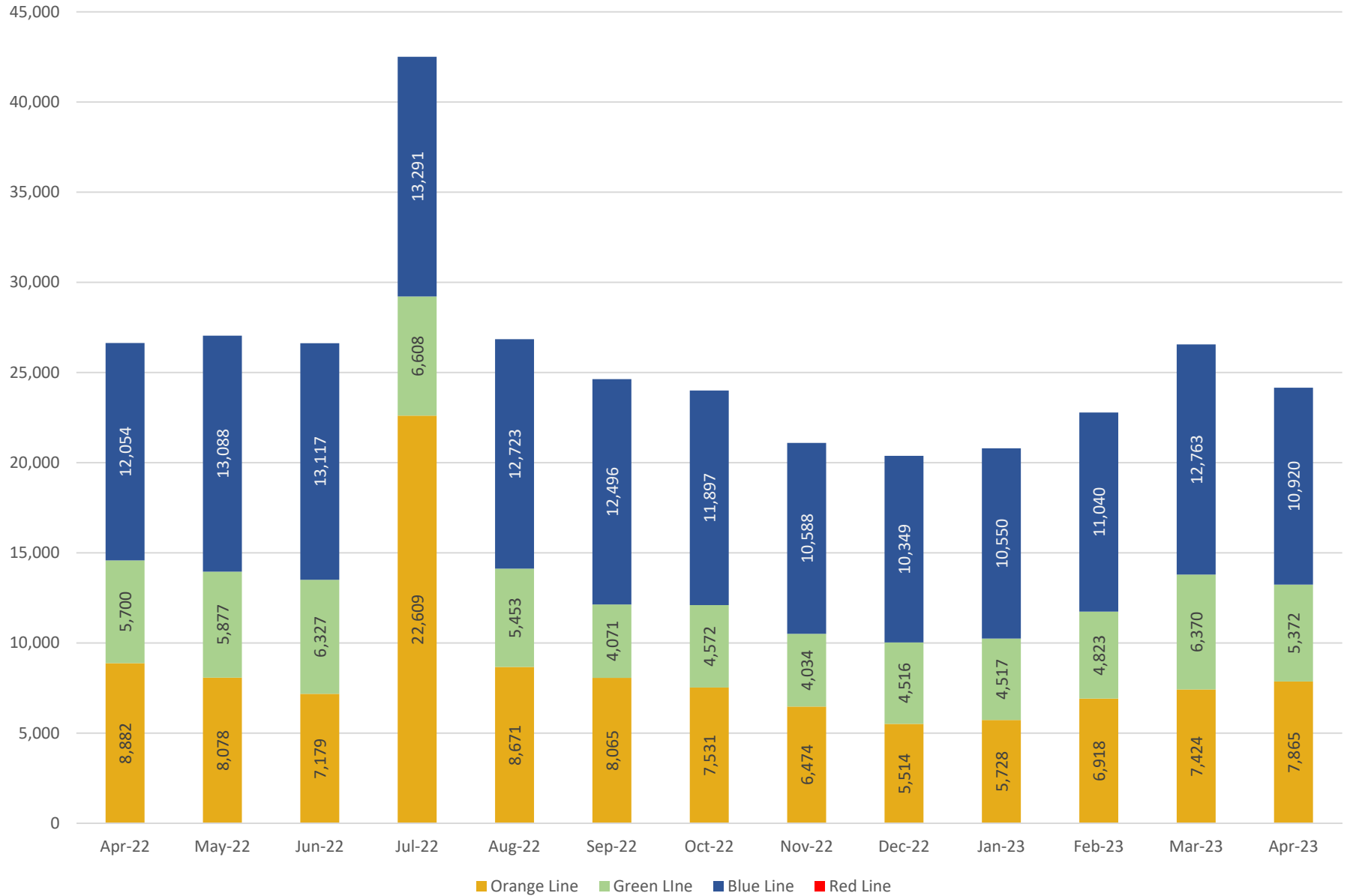


Fixed Route Ridership by Month



■ 2021 ■ 2022 ■ 2023

Trolley Ridership



April 2023 System Ridership by Route

