

Knoxville Transportation Authority

Meeting Date: Thursday, July 27, 2023



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CITY OF KNOXVILLE
KNOXVILLE TRANSPORTATION AUTHORITY

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CHAIR

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CANDACE BRAKEWOOD

DUSTIN DURHAM

VINCE FUSCO

MARK HAIRR

NANCY NABORS

JOEL SIMMONS

KIMBERLY WATKINS

JOHN LAWHORN
ATTORNEY TO K.T.A.

AGENDA

Thursday, July 27, 2023

City County Building, Main Assembly Room

- I. Determination of a Quorum
- II. Public Hearing on KAT Reimagined Recommended Bus Network
- III. Approval of Minutes – June 22, 2023
- IV. Reports
 - A. KTA Chair
 - B. Commissioner's Comments
 - C. Staff
 - i. City of Knoxville Director of Transit
 - ii. TPO Transit Planner
- V. New Business
- VI. Old Business: Resolution Approving the KAT Reimagined Recommended Network
- VII. Public Comments
- VIII. Set Next Meeting for August 24, 2023 and Adjourn

Minutes
For Thursday, June 22, 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 5 members present. We have a quorum.

Commissioners in attendance were as follows:

Commissioner Simmons
Commissioner Hairr
Commissioner Nabors
Commissioner Durham

II. Approval of Minutes- June 22, 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 Hairr made a motion to approve the minutes from June 22, 2023 meeting. Commissioner Simmons 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

There were none at this time

C. Staff

i. City of Knoxville Director of Transit

Mr. Thorne gave a brief update on the ridership for May. He stated that they had an increase of 7%.

Chair Smith asked for any discussion. There was further discussion.

iii. TPO Transit Planner

Doug Burton had nothing to report at this time.

IV. New Business

There was no new business

V. Old Business

KAT Reimagined Final Network Plan

Mr. Thorne stated that he's excited about coming to an end of the process of KAT Reimagined Network Design. He reintroduced Ricky Angueira with Jarrett Walker + Associates, and that he is going to walk through 3 different options. Then he went on to list them as; 1. The previous Draft Network; 2. A Draft that incorporates route 23 back in, but would have to cut some Sunday frequency; and 3. Adding 23 back and asking City Council for additional funds to pay for that.

Mrs. Woodiel-Brill added that what they're hoping is that the board will give them direction today, and that would give them the month of July to get back out to the public to let them know specifically what changes were made, what they were able to respond to as far as public comment, and then hold an official public hearing next month to hear from them about this final draft plan. She said that if the board can choose to vote in July, they can do that. She stated that she could have a resolution saying that the board approves the plan, and that's when they will get to work and really do the detail with the routes and schedules and then come back to the board with all of that information and detail. The board would be approving a plan in July, or if the board doesn't want to vote at that time, it would be August.

Mr. Thorne stated that they're seeking direction from the board so they can go back out to the public. Then the board will make a decision on the final vote in either July or August.

Mrs. Woodiel-Brill stated that they will have more work to do, and the board will be approving a plan, and what they're going to do is go and create every single one of those routes in detail; exactly what time it ends, exactly what time it starts, and what those timepoints look like, and how those time points interact with other time points, and how would that affect people making transfers throughout the system. She said it's those details that they're going to take step-by-step, and come back to the board. That would give the public a chance to really see how their route and trip would be affected. She went on to say that they will bring all of those details, an actual public route schedule to the board for review, approval, and have a public hearing before they go through the implementation process.

Chair Smith asked if that would be in the fall or early next year.

Mrs. Woodiel-Brill answered, probably next year, she thinks in Spring. Possibly February or March.

Chair Smith asked the board if they had any questions or discussion on the process.

Commissioner Durham asked that once they get into the detail of the scheduling part of it, will it potentially include any change in where the routes run.

Mrs. Woodiel-Brill explained that they have spent the past month on the road looking at lefts and rights. She said that Ricky will go over in his presentation the minor changes that they did as part of really going through the details. She went on to say that there are details that they have to get through, and that she thinks that they have hit all of them, but that's not say that something could change. Mrs. Woodiel-Brill said what they're going to see is a pretty good chance that's what it's going to end up being.

Commissioner Durham asked if they are going to receive a report of all the schedules or a select few at one meeting, then another select few at another meeting, and so on.

Mrs. Woodiel-Brill stated that she hoped to give them the whole package because part of it will be how those transfers are going to work, how people are going to be able to connect from one bus to another, and what that looks like for them in terms of time. She said that they won't have that full picture until they have the whole package.

Chair Smith made a brief recap stating they they've had an initial Draft Plan, now they're at a Revised Draft Plan, and at the very end, they'll have a Final Plan for them to vote.

Mr. Thorne answered, correct.

Ricky Angueira. reintroduced himself, and began his presentation with the revised Draft Plan. The first chart showed the progress in a timeline, and they're now at the Final Plan stage. The next chart showed how they analyzed the existing network through route frequencies, ridership by stop, productivity and density to determine the marketing needs for transit in Knoxville. The next slide showed how they explored the ridership vs. coverage trade off. He went on to explain each in further detail, then presented a chart that showed developed conceptual alternatives. He talked about having brought this to the public and they leaned toward more ridership. He spoke on bringing the results to the board and they voted on a resolution to assign 70% of the transit operating budget to maximize ridership and 30% of the budget to maximize geographic coverage. Mr. Angueira said from there they took that direction to develop a Draft Plan. He showed a pre-covid network map, then went over what each color signified; red routes are every 15 minutes or better, dark blue is every 30 minutes, and green is every 60 minutes. He stated that he took the same amount of resources and in a cost neutral exercise, they had come up with the current Draft Network. He went on to discuss the differences between the current Draft Network and the Final Draft. He stated that they reduced some frequencies along different routes and coverage in other areas then gave examples. He went on to talk about how they simplified some of the areas in the East to provide 15-minute services. He showed a map of what was changed with the downtown routes. Instead of having multiple trolleys, they were consolidated into one downtown circulator. Next, he talked about the differences in weekend service. He stated that they invested a lot more into the weekend service relative to what it is today, which is a shift towards ridership. He went on to show the existing and Draft Network maps, and indicated that Sunday service will be nearly the same as weekday service. He went on to show a chart of the residents that are near transit.

Commissioner Durham asked if the numbers shown include the Broadway corridor, and if it doesn't, is there a way to add that in. He feels that it would be nice to have that figure with Broadway, and that the two numbers that he would like is that percentage of Broadway added in and if there is somehow a way to quantify that 42%-52% of people that don't have access.

Mr. Angueira stated that those numbers don't include Broadway as running every 15 minutes. He said that everything they did for the Draft Plan is cost neutral, so that it is the same resources that are in the Pre-Covid Network. He stated that's why Broadway wasn't included. Ricky went on to talk about another analysis they did, and that was looking at the change in access to jobs. How many jobs a person can get to in 45 minutes, from anywhere in Knoxville, and they compared the Draft Network to the Pre-Covid Network. He explained on the map that the blue area is an increase to jobs and the red is a decrease. He states that the

darker the color the greater the change, and then showed the area in blue along the corridors where they have increase frequencies, and red is where is decreased. He said from that point, they took the Draft Network and went to the public. Ricky showed a Public Engagement Phase 2 slide that showed they asked the public what they thought of this Network, and if they had it right. The overall numbers of what they heard was that 52% agreed that the Draft Network will be better, 22% were neutral, and 26% disagreed. He said that because of the 26% of that people disagreed, they took a more in depth look at what those comments were specifically about, and tried to address them. Ricky mentioned before he went on that he had heard a lot of positive comments, specifically about the increases and about weekend service, in particular, Sunday, then proceeded to show the Draft, and Final Networks. He went on to show the difference in the changes starting with Main and Cumberland. In the Draft Network access to Main and Cumberland were taken away. Now in the Final Draft, it was incorporated back in. Ricky went on to talk about the combination of routes 14 and 15. He explained that the way it was in the draft, it was a little complicated, and gave the easier and cleaner way to access 17th St. He stated that making the turn at the signal light was much better than trying to go through the Fort Sanders area.

The next route he talked about was route 13. The Draft Network had 13 going down Gay St. along with route 20. So, it made sense to route it from Hall of Fame to 5th Ave. Ricky reiterated that the changes are still cost neutral, and if there were any changes, he would mention it. He then showed on the map where it would have been going in the Draft.

Commissioner Durham commented on his confusion about the Downtown Connector. He inquired about the logic in the Northern portion of it looping the way it does, and said that he understands why it's not going on Gay St. because of the duplicity of service. Then asked why it can't do a full loop and had concerns on why it's not going through the future stadium site.

Mrs. Woodiel-Brill stated that is the closest they can get to the stadium site because the streets around it will change. She mentioned that they've had talks with people about the stadium and that they're looking at some options. She said that would be the connection to the Old City by using Gay St. to Jackson and beyond, and that's about how close they can get consistently.

There's also potential that they may look at shuttle opportunities for specific stadium events, but that would be a separate entity to connect to outline parking.

Commissioner Durham asked if it's an infrastructure issue around the stadium.

Mrs. Woodiel-Brill answered, yes.

Chair Smith asked if the downtown connector would be free, and when would they like to discuss that.

Mr. Thorne stated that they have not had that discussion on whether it would be free or not. He said that throughout the process they have talked about the possibility about it being free, but have not made the decision whether it's going to be.

Chair Smith asked, when you talk about cost neutral, are you considering it being free.

Mr. Thorne stated that he brought up a great question, because they have not come to grips, or even make a recommendation to the board if they want to make this free or if they want to start charging people for it.

Chair Smith asked if they would retire the trolley buses at some point.

Mr. Thorne said what would happen to the trolleys, that they would basically take the trolley package off of them and make them into regular 30'/35' buses.

Chair Smith said, OK, TBD.

Mr. Angueira went on to continue to talk about other changes. He talked about route 11, Division/Liberty. He stated that the portion of the route that went onto Division St. was completely removed in the Draft Network. Now in the Final Draft, it will continue to service Division until pedestrian improvements have been made.

Commissioner Durham asked for clarification that once there has been pedestrian improvements, that East bound, it would go on Division, and asked if Division going East is a one way.

Ricky stated that East bound, it would stay on Sutherland Ave.

Commissioner Durham stated, OK. He went on to say that he's assuming with keeping it cost neutral, but for the 11, 14, and 15, the specific location to where they split being 15-30 minutes service, what was the rationale of that specific location, was it just that's as far as you could take it, financially without adding cost, or is there certain apartment complexes or job opportunities there, what's the rationale.

Ricky explained that the 11 goes out so far with 15-minute service, and not further because that is what they could afford. That was as far as they could go, and the 14/15 kind of happens organically. The 14/15 go into downtown, and so the routes split there because what they do after that. He said that is the reason why they took advantage of that combination to have 15-minute service on Western and 17th going into downtown. He continued with the turnaround of the 11(S)hort (L)ine. He showed where they had modified a little bit, and showed where the loop is being made on Mohican instead of Carr St. for the turnaround because of what they learned when they were on the street in testing out the routes. Ricky continued on in discussing the Cedar Bluff route. He went over that

the 11 Kingston was arriving every 30-minutes and then continuing on every 60-minutes out to do parts of Cedar Bluff on the West part. He stated that it was a little confusing because they had route 11 every 15-minutes to a certain point, then every 30-minutes, then 60-minutes. It's complicated operationally as well, so they ended up deciding to combine it as a part of the 13. And by doing so, it's much clearer, easier and still provides the same access for riders that route 11 did the way they had it drawn up in the Draft Network, because the outer segment shown, costs one bus exactly. So, they could separate that out from route 11 and put it on route 13, and people that are needing to transfer and go on to the 11, their travel time will be the same. Ricky continued on to talk about route 20 turnaround where the Walmart is. He showed how it's going today and in the Draft. It shows it going on a portion of Callahan Dr. There is a signal to be improved, and until that signal is improved and until a specific affordable housing development on Callahan is built, they're keeping the loop down through the Walmart. When the intersection is fixed, then it will change to what is in the Draft. He continued with route 21 loop. Ricky showed how that route went on to Plummer Rd. in the Draft. He stated that in the route assessment, indicated that driving along Plummer is challenging, and so the new alignment along Bruin Rd. is easier for drivers to get through.

Mrs. Woodiel-Brill added that it will directly go by the Inskip pool, which they were not serving directly before, and that it's a nice improvement.

Chair Smith asked about the location of the pool.

Mrs. Woodiel-Brill answered that it's at the bend of the road. She mentioned that they had very little ridership on Plummer, and it took a lot of time. They also had operators expressing some concerns about it, so they felt like that was a win win.

Commissioner Durham asked about a transfer point between the 20 and 21.

Mrs. Woodiel-Brill answered hopefully so. There are some pedestrian infrastructure improvements that are needing to be done first.

Mr. Angueira stated they are making a list of key pedestrian improvements and prioritizing those. He continued on to discuss route 31 turnaround. He stated that this is another case in which they had changed the direction of the loop a little bit because some areas have the bus stop on the other side of the street compared to what they have today. It's another one of those pieces that are put on the list of improvements to add crosswalks, so Burlington comes and can reach the bus stop safely and cross Holston Dr.

Commissioner Durham asked why route 36 seems to serve an individual cul-de-sac.

Ricky answered that it's Golden Age Retirement Community. He went on to talk about how route 36 used to go on a portion of Fern, and because of a troublesome intersection, they realigned it to go West of Skyline one block over

to Oakland. Another small change to make it easier and safer for operations. Next Ricky went on to talk about route 35. In the Draft Network, they had it going along Wilson Ave. to Oakland then over to the Kirkwood Super Stop because of safety concerns. They moved it from behind Austin-East High School to in front of it on MLK Jr. to get to the Kirkwood Super stop. The service from Wilson Ave will be removed because of safety concerns that they heard from the public.

Commissioner Durham asked what is the motivation and logic behind not just keeping 35 on MLK the entire route.

Ricky said that ideally, they want to keep it on Wilson because that's slightly wider route spacing, so when you have wider route spacing, you can serve more people. In other words, you can provide more service to more people. They'd like to keep it on Wilson all the way. They're not keeping it on MLK just to provide service on Wilson.

Commissioner Durham stated that he's assuming that at Ben Hur where 5 Points is, that's also a transfer for 35 and 36.

Ricky stated that a person could transfer between buses, but they wouldn't line up there at the same time.

Commissioner Durham asked that just in terms of infrastructure, the buses would go by the same place.

Ricky answered, yes.

Mrs. Woodiel-Brill stated to be clear, that is the heart of 5 Points, that's all of the redevelopment that KCDC has been doing. They'll be running through the heart of that. That's the Senior living area and redevelopment areas.

Commissioner Durham stated that was why he was asking in theory if there's a transfer.

Ricky moved on and said that now he wants to discuss the big topic that they need direction on. Some of the bigger concerns that they've heard from the public were access to the O'Connor Senior Center, access to Broadway Towers, and the loss of 23 along Washington Pike and Millertown Pike. Those were the bigger comments that they've heard throughout the engagement process, and so they have been thinking a little bit about how they can address those. He said the one he can address in a cost neutral scenario, and without changing anything else, is Broadway Towers. He showed how the route in the Draft went a bit of Broadway then on to Washington Pike. They changed that to go down on McCroskey, which is right in front of Broadway Towers and then it goes up to Washington Pike. In doing this slight shift, they can provide service to Broadway Towers, and that would be a cost neutral solution that doesn't change anything else. That only addresses the Broadway Towers portion of this.

Commissioner Durham inquired about why route 15 was going around a certain way.

Mrs. Woodiel-Brill explained to him that it'll be going around the new Safety Center.

Ricky talked about the next thing they could do is to add a new route. This wouldn't be cost neutral, because they're already using what is available for the budget. So, there's a possibility for a new route 23, which would address all of those points. The new route 23 would come out of downtown into Magnolia, by the front of the O'Connor Center, weave its way to Broadway Towers, then get onto Washington Pike and continue on to Millertown Pike into Walmart. This was drawn up to take care all of those concerns. Ricky said they have done a little bit of analysis, and in doing the proximity study, the number of people that are covered by this route isn't enough to change the percentage point. Then he showed the proximity results, and it's a difference of less than 1%.

Chair Smith asked Ricky to remind him where most of the Broadway Towers residents ride to and from.

Ricky stated that they're interested in reaching the Walmart and downtown.

Commissioner Simmons asked about if there were two bus lines that went to Walmart at the same time.

Mrs. Woodiel-Brill explained that currently they have a similar situation where route 33 goes up to that area, and then becomes the 23. Those route interconnect on the East side, so both the 33 and 23 can get to Walmart.

Commissioner Simmons asked that when that 23 goes away, will that bus stop at Walmart be completely gone.

Mrs. Woodiel-Brill answered no. The Walmart will still have service.

Commissioner Simmons answered, ok great.

Ricky stated route 15 and 35 both will be going to Walmart. He said they are designed in a similar way to what's happening today, and will continue to happen. Route 15 will leave out from Walmart as route 35 and the other way around. There will be service to Walmart every 30-minutes by each of those routes, and they both go to downtown taking different directions.

Commissioner Simmons states that he was trying to make sure that passengers, especially from Broadway Towers, would be able to have access to that Walmart.

Ricky said that if they changed the routing on route 15 the way they did for the Final Draft plan, that would go by Broadway Towers, and route 15 actually does go to Walmart on one end, and downtown on the other. So just by doing that slight deviation, they are satisfying most of the concerns the people from Broadway Towers have. He went on to discuss a new route 23. This route would only run Monday-Friday, from 8pm-7pm, every 60 minutes. It wouldn't be as much service as the other routes, just Monday-Friday. He went on to show the cost, as far as what was taken away, in Sunday service. He showed a pre-covid slide of Sunday service. It showed that only a few routes had service, and ran every 60 minutes. Ricky showed a slide what the Final Draft would look like with full Sunday service, and it showed full service with all routes running. It displayed frequency signified by color. Now, the trolleys don't run on Sundays, but in the Final Draft, the Downtown Connector will run on Sundays every 12 minutes. He stated that this is a huge improvement from what it is today. He went on to talk about Sunday service route costs. Ricky discussed what would be taken away to run the new 23 route. Routes would go from 30 to 60 minutes after 5pm to 9pm, and some frequency had to be cut from routes 11 Long line and route 14. He stated that reducing all of that Sunday service, they would be able to afford to run route 23, Monday-Friday, running for 11 hours a day.

Chair Smith said that he assumed they chose the evening on Sundays because that's the least amount of ridership.

Ricky answered, yes because it reflects closer to what it is today. He said they had 2 options; to either reduce frequencies on all day/all week service, or reduce weekend service. Specifically, Sunday service since compared to what it is today. That is where they could reduce service. He went on to say that those were the big improvements leaning towards ridership.

Chair Smith asked if Ricky could show again the pre-covid Sunday vs. the Final Draft plus the 23. He wanted to see the side-by-side comparison.

Ricky said that the other option would be to find more funding for this additional service. In doing so, they would be able to keep that Sunday service and put in the route 23. Then he showed a slide that gave the idea of what that cost, that if they have this new route 23, Monday-Friday, every 60-minutes, running for 11 hours a day, it would cost \$277,200 a year.

Commissioner Durham asked what pool of money does the City's funding for their buses come from. That if they as a board direct City Council to find them more money, what would City Council look at in terms of what a portion of the budget would that money come from.

Chair Smith answered, the General Operating budget.

Attorney Lawhorn wanted to clarify, they do not direct the money, they request the money.

Chair Smith asked about the slide shown. He said he thought the \$277K covered the gray version of Sunday.

Ricky stated that if they were to keep Sunday service the way they have it in the Final Draft plan, and they were to put in route 23 running like that, it would cost \$277K, with 23 not running on Saturday, Sunday, or evenings.

Commissioner Simmons likened this additional funding request to keeping all of their fruit and adding some more. That they're not giving up anything.

Chair Smith asked to see the slide that showed "New route 23." He reiterated about the new route 23 not being cost neutral.

Ricky answered that it depends on what they do. He said that if they reduced Sunday schedule, this is cost neutral, and if they keep Sunday service as they have it in the Final Draft plan, they'll need more money.

Chair Smith said ok, that was what he we confused about.

Ricky said to let him explain the options this way; in the Final Draft plan, keeping Sunday service, is cost neutral. Another cost neutral option is to add 23 and remove some Sunday service. He went on to give a third option that's not cost neutral, is adding route 23 with more money, and keeping all of the Sunday service.

Commissioner Nabors asked how many different people would benefit from route 23 within a year.

Ricky answered in terms of how many people will be covered by route 23 in the proximity analysis that they've ran, it's less than a percent. It would be .2% population of Knoxville that gets service with the addition of route 23. He said in addition, it goes by O'Connor Center and Broadway Towers, which doesn't add any more coverage because they're already really close to other service. Even O'Connor Center is a very short walk from Magnolia. So, adding route 23 doesn't really cover them more, it's more of a concern from the public.

Chair Smith asked if option 2 addresses most of the concerns of the public, by introducing route 23, and then said the Sunday service included in the second option, is much better than it is today.

Ricky answered, yes, it's much better.

Chair Smith asked it's all cost neutral.

Ricky answered, yes.

Commissioner Simmons stated that they're all pretty clear, that option 3 is off the table. He said that if he's not mistaken, KAT is having trouble with staffing the

buses they have now. Then he asked KAT staff if that's correct, are they still having trouble getting drivers, or are they good with that.

Mr. Thorne stated that no, they're still struggling with drivers and still have a workforce shortage.

Chair Smith said that options 1 or 2 should be what they're looking at.

Ricky said that basically the trade off here is whether staff and the board value more having of a coverage route, that is not unlikely to get many riders, that a few people really care about, as they saw in the engagement phase, or if they care about really good Sunday service that will be useful to a lot of people. They'll still have an improvement to Sunday service getting to that all day frequencies that they saw.

Commissioner Simmons mentioned that if they can still pick up Broadway Towers with route 15, then keep Sunday service.

Mrs. Woodiel-Brill said that with the cost neutral 23 change, they want to be clear, that does not go into Broadway Towers. It drives McCroskey, so it's not going to have shelter waiting, that'll be a different experience from what it is now.

Commissioner Simmons asked again to make sure, route 15 will not go inside Broadway Towers.

Mrs. Woodiel-Brill answered that it will go on the road in front of it on McCroskey.

Chair Smith asked what the foot distance is like.

Mrs. Woodiel-Brill said there are sidewalk access to McCroskey. With it being steep, if they're coming into town, they'd have to access McCroskey. They'll probably need to request some pedestrian infrastructure to make that more feasible. It's on street parking, they'd have to figure out where the bus could board people. It's sort of a classic neighborhood street that they'd have to address.

Chair Smith asked if any of the options inside of Broadway Towers.

Mrs. Woodiel-Brill answered, yes. The new route 23 would go into Broadway Towers as it does now. That would be the difference between those.

Commissioner Simmons asked if 15 can't go in, the 23 can.

Mrs. Woodiel-Brill answered, exactly. Then she went on to say that route 23 is about in the middle of their ridership range. It's not one of their lowest performing routes, it's in midrange.

Commissioner Durham asked if they know roughly, the average boardings at Broadway Towers. He asked if it's 20 or 40 people.

Mrs. Woodiel-Brill answered she thinks that on average, 10 a day. She said she couldn't remember if that was in both directions, but believes it may be.

Commissioner Simmons said that he thinks that they discussed that, because they were looking at the time, they took to sample was between October to February.

Chair Smith stated he thinks overall, they've moved to make the commitment to more frequencies and the ability to keep 23, shows a little bit of flexibility. That they've listened to people and solved multiple problems at once. He's inclined to support the 23 with good Sunday service.

Commissioner Simmons stated that he's leaning towards that decision as well.

Chair Smith asked for any discussion.

Commissioner Durham said that in regards to route 23, that whatever they decide on as a board, they also need to make sure the pedestrian accessibility is available. He stated that he has concerns for passengers standing on curbs and grassy areas. If the 23 is voted in, he wants to make this top priority on having sidewalks added.

Chair Smith asked staff if they had any recommendations between options 1 or 2.

Mr. Thorne said that their strong recommendation would be either option 1 or 2. It gives staff a direct initiative because going to council and asking for money, they would not find that out until late next year. He went on to say that either option 1 or 2 would be his preference, but feel that option 2 addresses a lot of concerns from the public, and that's adding back in route 23. That would mean going from poor Sunday service to very good Sunday service.

Commissioner Nabors asked if LIFT can take care of the riders at Broadway Towers.

Mr. Thorne answered, for the LIFT service, people would have to qualify for it. The person would have to have a disability. It would depend on what their disability is, whether or not they would qualify for the service.

Commissioner Nabors asked if there was room on that bus.

Mr. Thorne said that depends on what day it is. He said that they take the applications, and go off what the doctor says about the individual rider. That's

why they don't have a choice whether or not to deny or accept an application for the service, they'd have to qualify for it.

Chair Smith asked Ricky about the summary of the previous draft, that there was a list of improvements with 60% increase to jobs, 20% increase access to jobs with low income; has any of those percentages changed as a result of this second draft.

Ricky stated that they have not ran a full access analysis, but they should not change. He said that the changes that they're doing are not substantial enough to change those numbers.

Chair Smith asked if there were any discussion. No one had anything. Then he went on to say that they need to provide staff with some direction, that hearing option 2 floated most frequently by commissioners that have spoken, and they need to discuss any disagreements with that now.

Commissioner Hairr asked for the clarification on what that is for the audience and the public.

Mrs. Woodiel-Brill stated that what the board would be directing them to present to the public would be the Final Draft Network, which are changes that Ricky mentioned, such as Austin-East, Main St., Liberty, and those other changes with the addition of a new route 23 that covers O'Connor, Broadway Towers, Millertown to Walmart, and with the reduction in Sunday frequency to accommodate that.

Chair Smith asked the reduction from the original draft.

Mrs. Woodiel-Brill, yes, from the original draft.

Commissioner Durham stated which is still better.

Commissioner Simmons gave his opinion that the better option is 2.

Chair Smith asked Commissioner Simmons if that is a motion to approve that option.

Commissioner Simmons said yes.

Chair Smith asked for a second motion.

Commissioner Hairr gave the second motion.

Chair Smith asked for any other discussion. No further discussion.

Commissioner Durham asked if there were any public comments.

Chair Smith asked Ms. Valentine if they had anyone.

Ms. Valentine answered, no.

Chair Smith asked all in favor, say "I." All members said, "I." He asked if any opposed, no one opposed. It was a unanimous consensus. Chair Smith asked that in July, the staff would bring back to them that amended draft.

Mrs. Woodiel-Brill answered, yes, and that they will have a public hearing, to see the public comments related to these updates.

Chair Smith said very good. Then asked on their thoughts on how explaining it to the public the looks like.

Mrs. Woodiel-Brill said that they're working on the details of that, but they're certainly going to do an extensive news release that explains bullet by bullet of what items they responded to in the first Draft, and they'll have the updated map available for viewing, social media, and putting things on the buses. She said she'll send an email to all the stake holders that have been involved in this whole process. She stated that anyone that has come to public events, if she has their contact information, and make phone calls to people that she doesn't have emails for. Anybody that has been involved before, plus the general public process.

Chair Smith asked if it would be possible to have someone for a couple of days at the station at a table to be available for questions. Not to take surveys, but just having a table since that's majority of where the foot traffic is. That if someone has a question about their route, let them help you.

Mrs. Woodiel-Brill said, definitely. She said that they'll be sure that they're Customer Service desk staff is also answering questions to anybody who has time.

Chair Smith stated that it's hard to replicate the effort they did on the first draft, but he thinks since that's the hub, they can catch more people.

Commissioner Simmons wanted to say Thank You to everyone that got all of this new information together and feels like that it'll be great for everybody.

Chair Smith asked if Ricky could run those improvement numbers again in terms to access to jobs.

Ricky responded, yes.

Chair Smith asked for any other discussion. Stated that no one had signed up for Public Forum.

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 July 27, at 3:00 p.m. at the City County Building Main Assembly Room.

Respectfully submitted,
Analisa R. Valentine
KTA Recording Secretary

City of Knoxville
Schedule of Revenues & Expenses Compared to Budget
May 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	\$ 597,913	\$ 47,913	108.71%	\$ 547,934	\$ 49,979
Ticket Sales	532,830	532,830	379,030	(153,800)	71.14%	307,971	71,059
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	16,100	(4,400)	78.54%	26,400	(10,300)
UT Trolley Subsidy	88,150	88,150	66,113	(22,037)	75.00%	66,113	-
Miscellaneous Revenue	3,500	3,500	3,353	(147)	95.80%	1,993	1,360
Total Operating Revenue	<u>1,434,980</u>	<u>1,434,980</u>	<u>1,238,759</u>	<u>(196,221)</u>	<u>86.33%</u>	<u>1,107,422</u>	<u>131,337</u>
Non-Operating Revenues							
Federal Grants	-	-	4,349,596	4,349,596	-	14,227,100	(9,877,504)
State Contribution	3,462,800	3,462,800	6,320	(3,456,480)	0.18%	3,329,654	(3,323,334)
Transit Grant Revenues	10,968,700	10,968,700	5,080,635	(5,888,065)	46.32%	4,233,436	847,199
General Fund Transfer	9,838,500	10,075,500	10,336,268	260,768	102.59%	-	10,336,268
Total Non-Operating Revenues	<u>24,270,000</u>	<u>24,507,000</u>	<u>19,772,819</u>	<u>(4,734,181)</u>	<u>80.68%</u>	<u>21,790,190</u>	<u>(2,017,371)</u>
Total Revenue	<u>\$ 25,704,980</u>	<u>\$ 25,941,980</u>	<u>\$ 21,011,578</u>	<u>\$ (4,930,402)</u>	<u>80.99%</u>	<u>\$ 22,897,612</u>	<u>\$ (1,886,034)</u>
Expenditures							
Personal Services							
Wages, Taxes, & Retirement Contributions	\$ 15,643,290	\$ 14,343,290	\$ 12,483,205	\$ 1,860,085	87.03%	\$ 11,787,908	\$ 695,297
Employee Group Insurance/Benefits	4,158,020	4,158,020	3,435,319	722,701	82.62%	3,468,905	(33,586)
Total Personal Services	<u>19,801,310</u>	<u>18,501,310</u>	<u>15,918,524</u>	<u>2,582,786</u>	<u>86.04%</u>	<u>15,256,813</u>	<u>661,711</u>
Administrative Expenses							
Supplies	435,210	543,500	299,996	243,504	55.20%	254,952	45,044
Services	2,274,790	4,051,900	2,676,473	1,375,427	66.05%	2,402,540	273,933
Total Administrative Expenses	<u>2,710,000</u>	<u>4,595,400</u>	<u>2,976,469</u>	<u>1,618,931</u>	<u>64.77%</u>	<u>2,657,492</u>	<u>318,977</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	2,108,968	191,152	91.69%	1,579,937	529,031
Total Administrative Expenses	<u>2,703,520</u>	<u>2,355,120</u>	<u>2,116,585</u>	<u>238,535</u>	<u>89.87%</u>	<u>1,675,990</u>	<u>440,595</u>
Total Expenditures	<u>\$ 25,214,830</u>	<u>\$ 25,451,830</u>	<u>\$ 21,011,578</u>	<u>\$ 4,440,252</u>	<u>82.55%</u>	<u>\$ 19,590,295</u>	<u>\$ 1,421,283</u>
Excess (Deficiency) of Revenues Over Expenses			<u>\$ -</u>			<u>\$ 3,307,317</u>	<u>\$ (3,307,317)</u>



KNOXVILLE AREA TRANSIT
ROUTE PERFORMANCE REPORT
 June, 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	20,693	12.9%	26,733	13.4%	2,239	14.9%	0.77	9.24
12	Western Ave	14,620	9.1%	17,188	8.6%	1,298	8.7%	0.85	11.26
13	Beaumont	959	0.6%	1,808	0.9%	132	0.9%	0.53	7.27
16	Cedar Bluff Connector	3,198	2.0%	4,614	2.3%	363	2.4%	0.69	8.81
17	Sutherland/Bearden	6,254	3.9%	9,123	4.6%	703	4.7%	0.69	8.89
19	Lakeshore/Lonas Connector	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
20	Central Ave/Clinton Hwy	11,004	6.8%	12,423	6.2%	765	5.1%	0.89	14.39
21	Lincoln Park	3,021	1.9%	4,330	2.2%	340	2.3%	0.70	8.88
22	Broadway	24,597	15.3%	18,034	9.0%	1,346	9.0%	1.36	18.27
23	Millertown	3,945	2.5%	7,484	3.7%	629	4.2%	0.53	6.27
24	Inskip/Breda Rd	2,861	1.8%	6,132	3.1%	443	3.0%	0.47	6.45
30	Parkridge	3,000	1.9%	3,235	1.6%	254	1.7%	0.93	11.80
31	Magnolia Ave.	17,595	10.9%	12,894	6.4%	1,085	7.2%	1.36	16.22
32	Dandridge	5,265	3.3%	6,975	3.5%	447	3.0%	0.75	11.78
33	M.L.K.	3,381	2.1%	7,059	3.5%	553	3.7%	0.48	6.11
34	Burlington	5,319	3.3%	10,309	5.2%	705	4.7%	0.52	7.54
40	South Knoxville	2,712	1.7%	10,230	5.1%	727	4.8%	0.27	3.73
41	Chapman Hwy	17,040	10.6%	13,551	6.8%	829	5.5%	1.26	20.55
42	UT/Ft Sanders Hospitals	4,500	2.8%	3,393	1.7%	423	2.8%	1.33	10.63
44	University Park	0	0.0%	0	0.0%	0	0.0%	0.00	0.00
45	Vestal	4,513	2.8%	9,499	4.8%	663	4.4%	0.48	6.81
90	Crosstown	6,372	4.0%	14,923	7.5%	1,053	7.0%	0.43	6.05
	Other/ Unknown	0							
SUB TOTAL LINE SERVICE		160,849		199,935		14,999		0.80	10.72
82	Trolley (Orange Line)	6,387	27.6%	4,075	38.9%	649	41.4%	1.57	9.84
84	Trolley (Green Line)	6,022	26.0%	2,011	19.2%	341	21.7%	2.99	17.67
86	Trolley (Blue Line)	10,716	46.3%	4,391	41.9%	580	36.9%	2.44	18.49
SUB TOTAL TROLLEY SERVICES		23,125		10,477		1,570		2.21	14.73
TOTAL PASSENGERS WITH TROLLEYS		183,974		210,412		16,568		0.87	11.10
LIFT SERVICE		6,490		44,107		3,197		0.15	2.03
TOTAL SCHEDULED SERVICES		190,464		254,519		19,765		0.75	9.64
TOTAL CHARTER SERVICES		223		93		21		2.40	10.88
GRAND TOTAL ALL KAT SERVICES		190,687		254,612		19,786		0.75	9.64



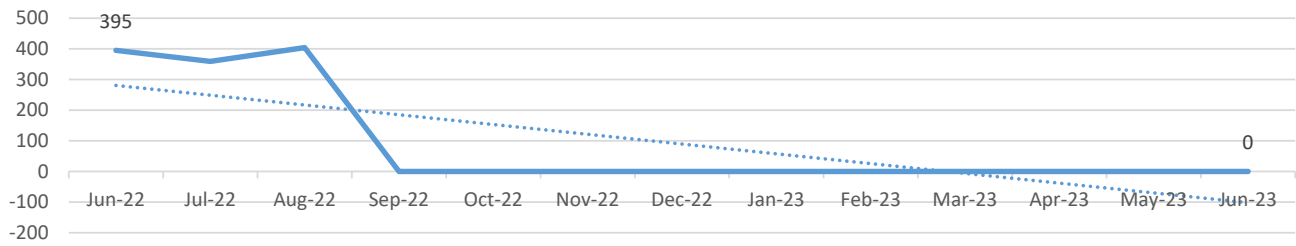
KNOXVILLE AREA TRANSIT

SYSTEM PERFORMANCE REPORT

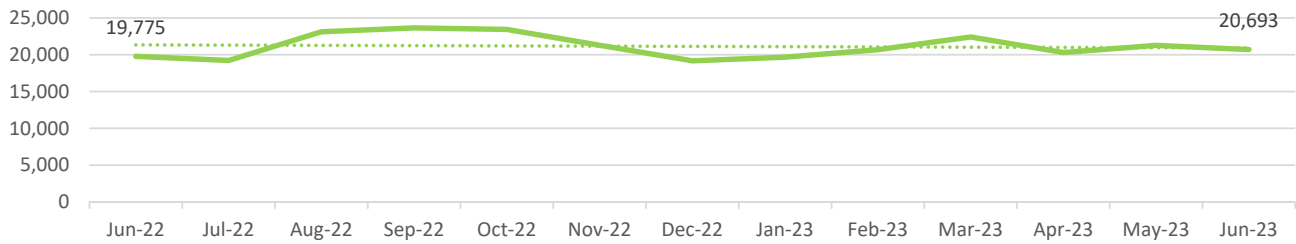
June, 2023

	<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	183,974	185,697	-1%	2,234,346	1,984,743	13%
System Generated Revenue				\$1,078,574	\$975,939	11%
Revenue Veh. Miles	210,412	222,641	-5%	2,602,348	2,448,097	6%
Revenue Veh. Hours	16,568	17,933	-8%	206,096	197,937	4%
Passengers/Mile	0.87	0.83	5%	0.86	0.81	6%
Passengers/Hour	11.10	10.36	7%	10.84	10.03	8%
Preventable Accidents	5	0	500%	116	0	0%
Mechanical Road Calls	30	22	36%	341	230	48%
Accidents/100,000 Miles	2.38	0.00	238%	4.46	0.00	0%
Miles/Road Failure	7,014	10,120	-31%	7,632	10,644	-28%
DEMAND RESPONSE						
					0	
Total Passengers	6,490	7,012	-7%	77,842	77,264	1%
System Generated Revenue				\$124,134	\$129,348	-4%
Revenue Veh. Miles	44,107	45,091	-2%	522,900	507,349	3%
Revenue Veh. Hours	3,197	3,014	6%	37,630	35,419	6%
Passengers/Mile	0.15	0.16	-5%	0.15	0.15	-2%
Passengers/Hour	2.03	2.33	-13%	2.07	2.18	-5%
Preventable Accidents	2	0	200%	14	0	0%
Mechanical Road Calls	2	6	-67%	21	17	24%
Accidents/100,000 Miles	4.53	0.00	453%	2.68	0.00	0%
Miles/Road Failure	22,054	7,515	193%	24,900	29,844	-17%
CHARTER SERVICE						
					0	
Charters	223	686	-67%	4,469	7,324	-39%
Sports Charters	0	0	0%	26,329	12,819	105%
Total Passengers	223	686	-67%	30,798	20,143	53%
Revenue						0%
Football Shuttle Charters				\$111,250	\$92,011	21%
Trolley Charters				\$17,100	\$28,575	-40%
Total Miles	93	215	-57%	9,021	8,576	5%
Total Hours	20.5	35.0	-41%	1,310	1,647	-20%

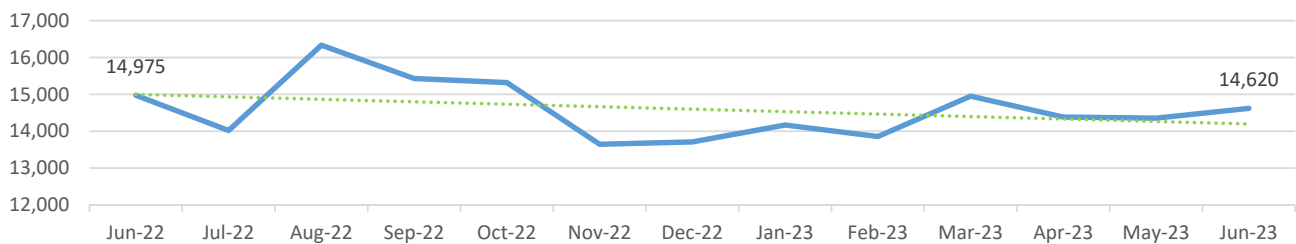
10 - Sequoyah Hills



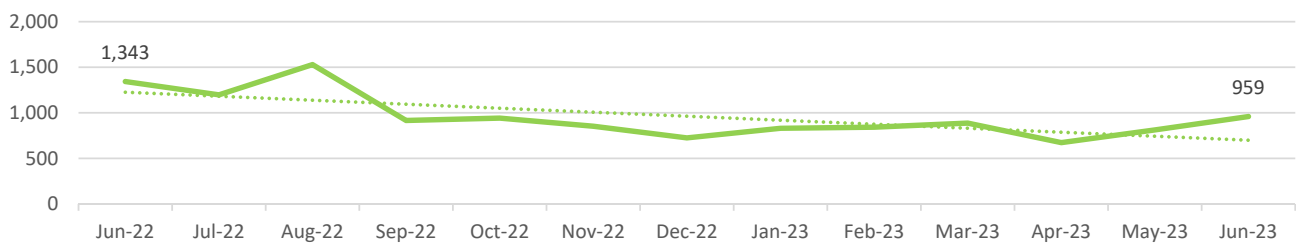
11 - Kingston Pike



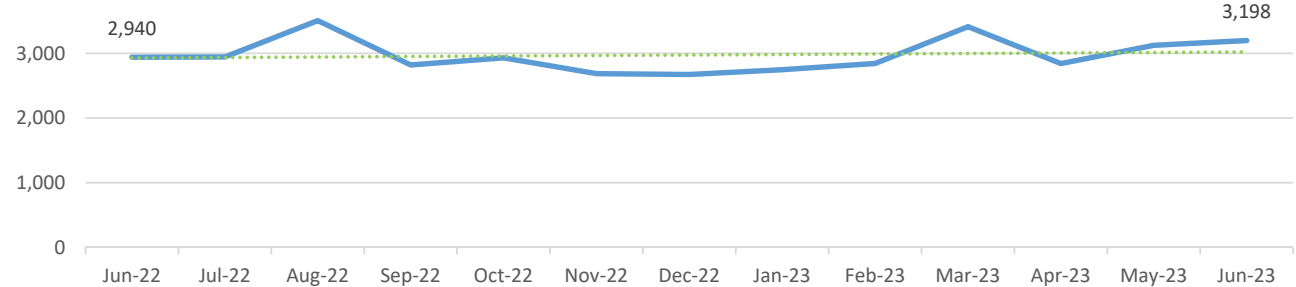
12 - Western Ave

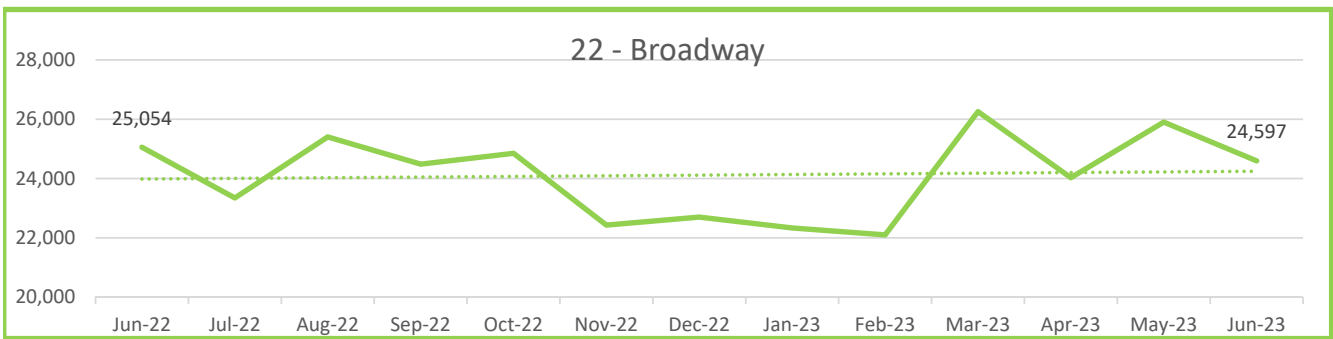
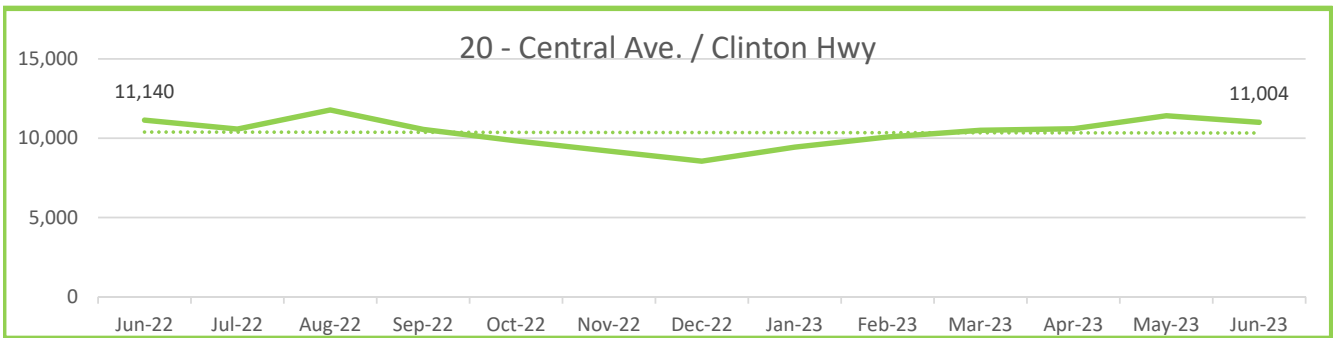
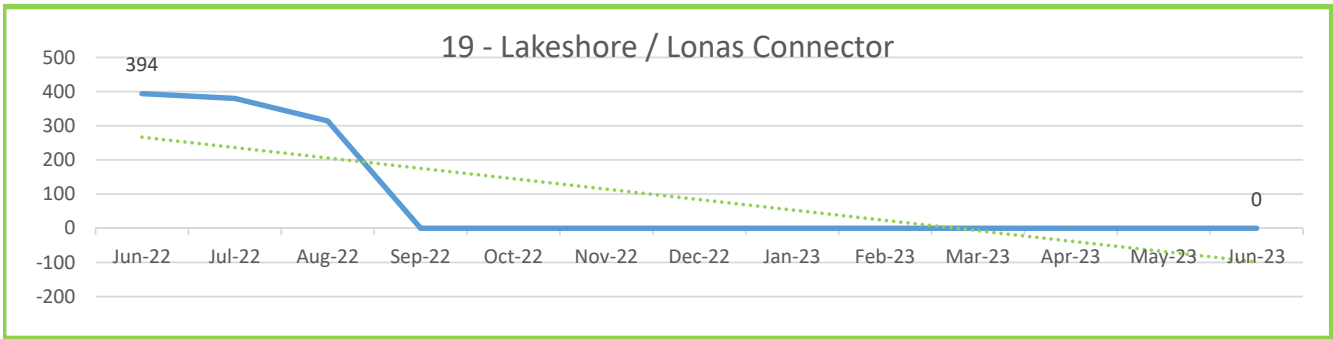
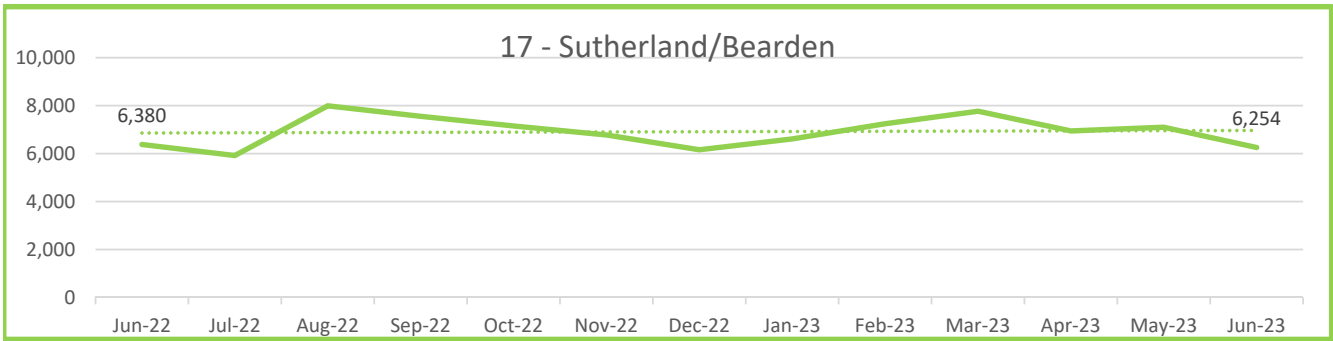


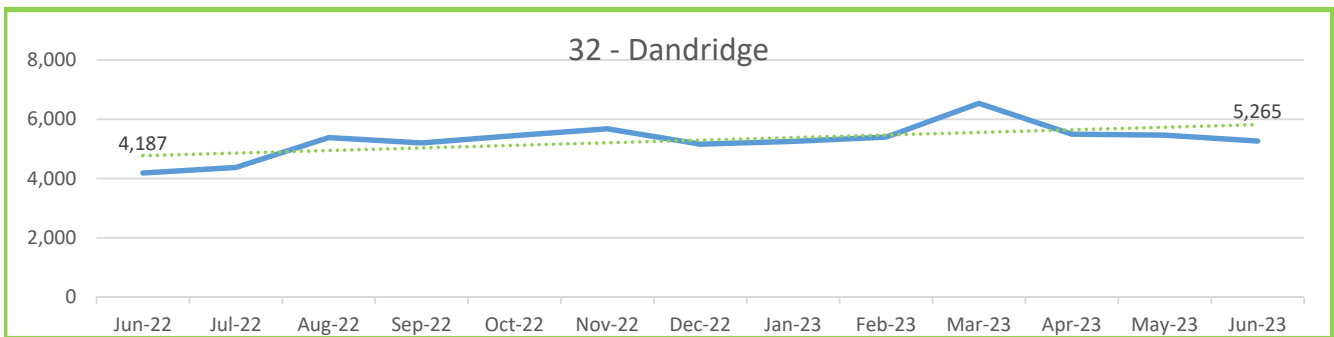
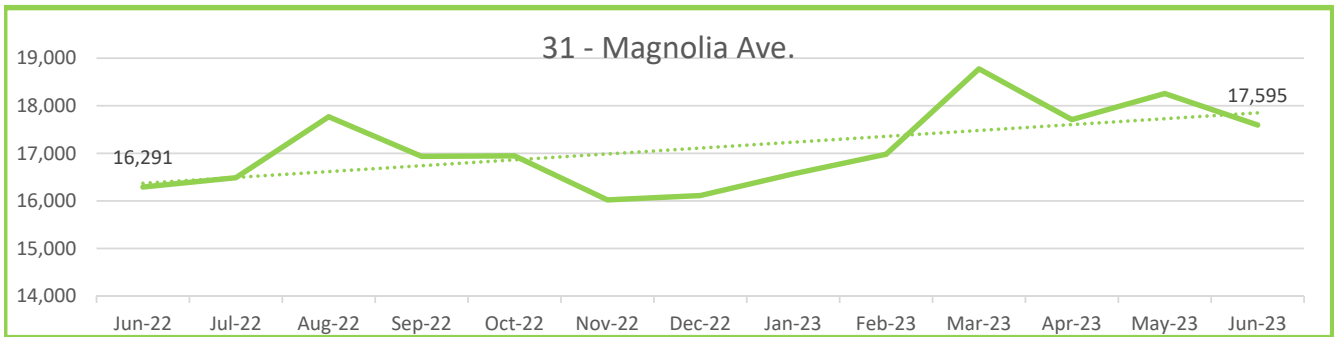
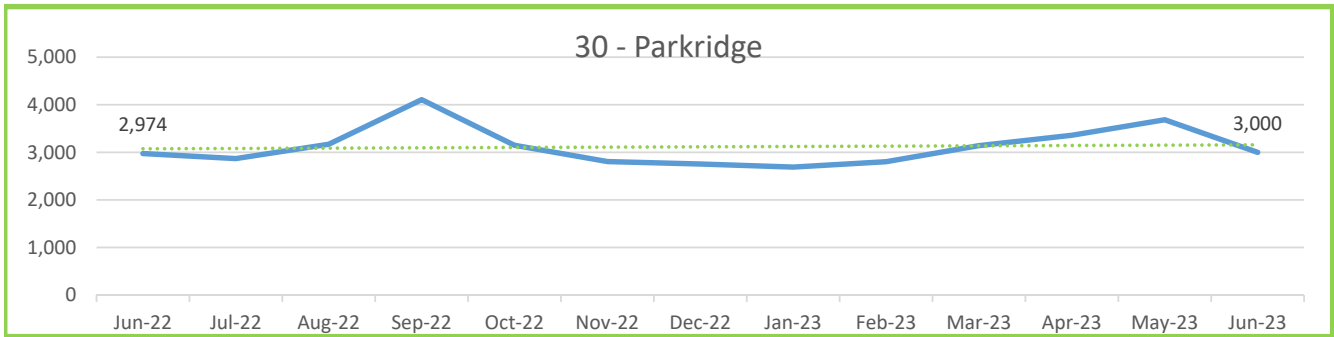
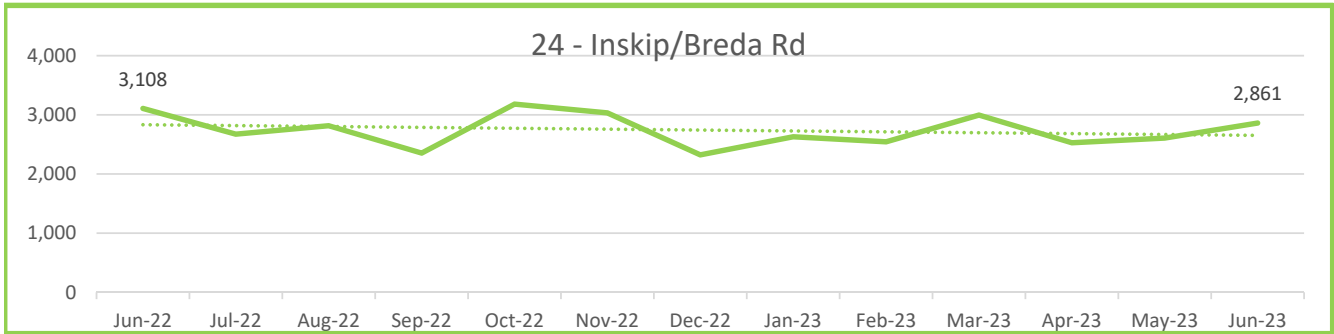
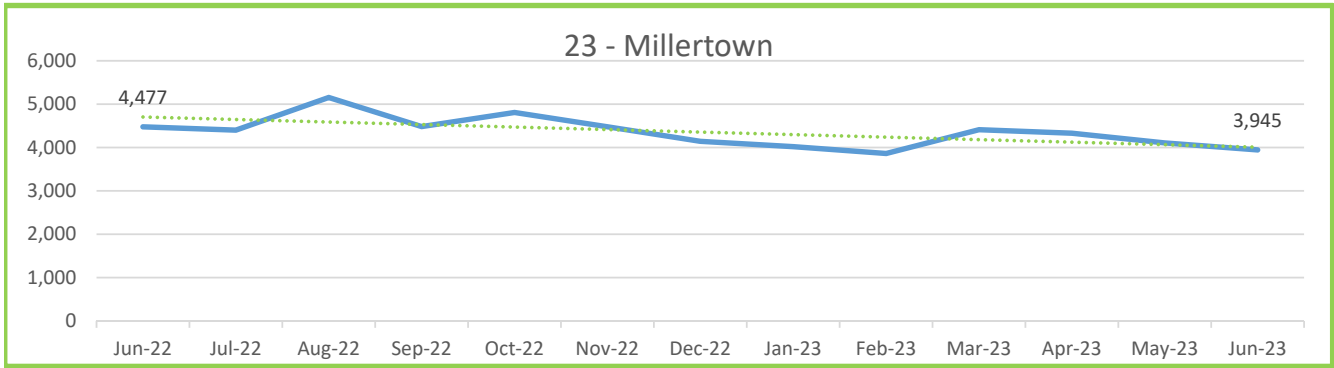
13 - Beaumont

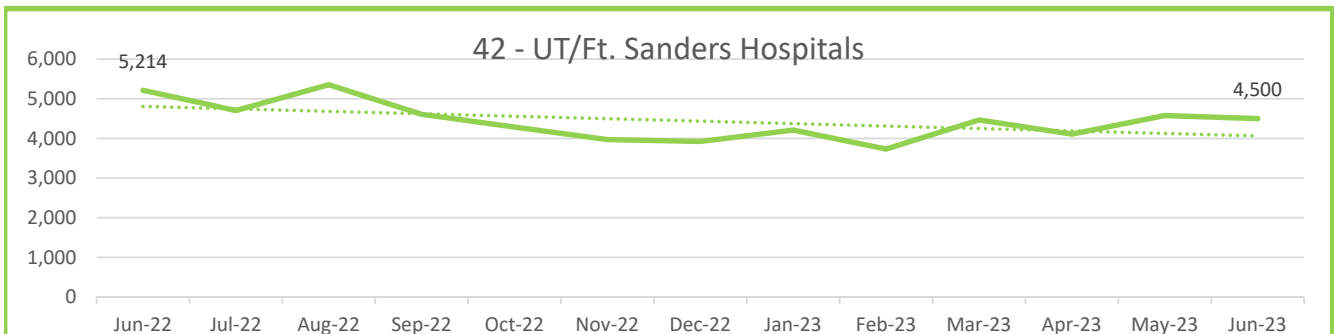
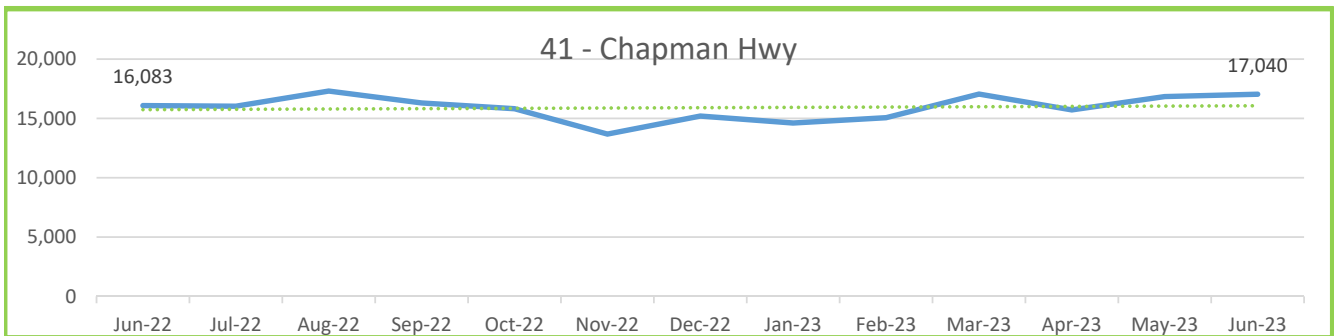
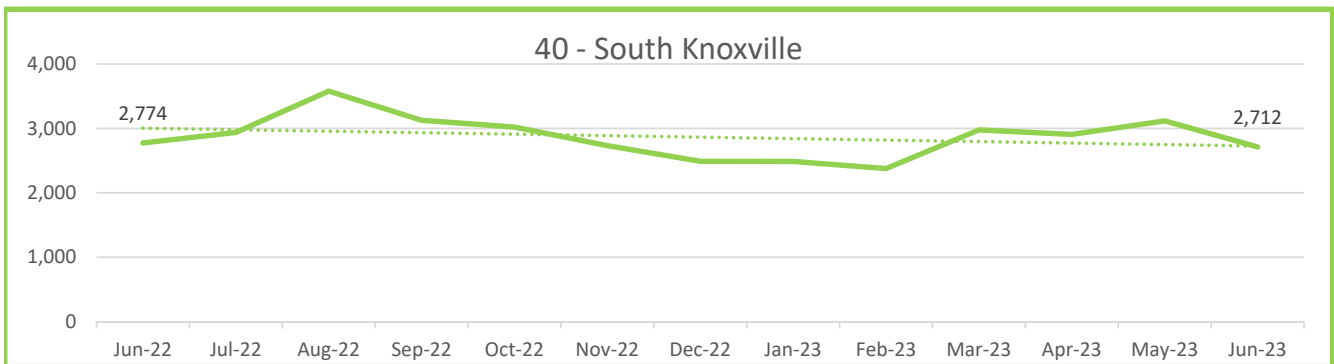
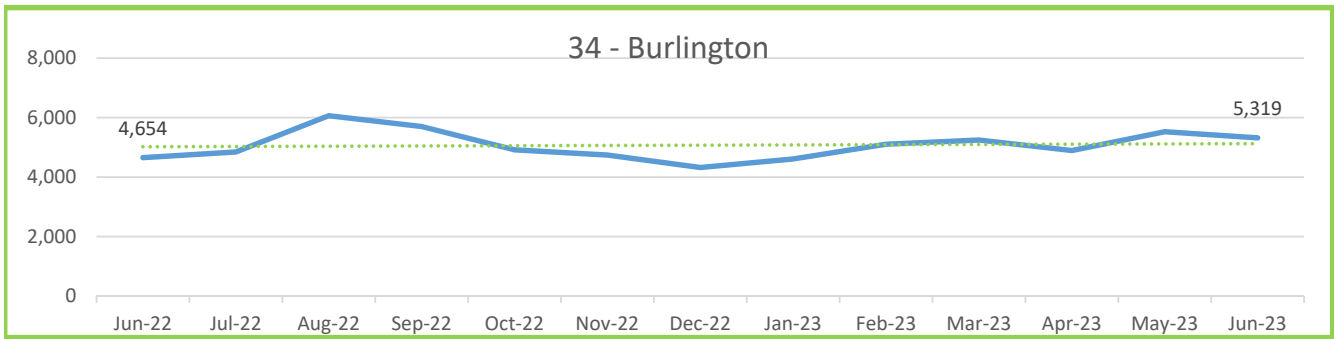
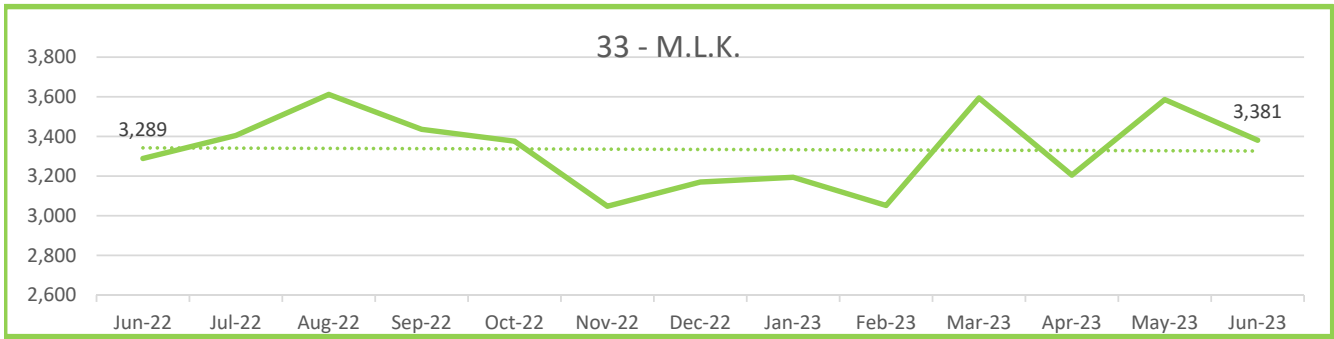


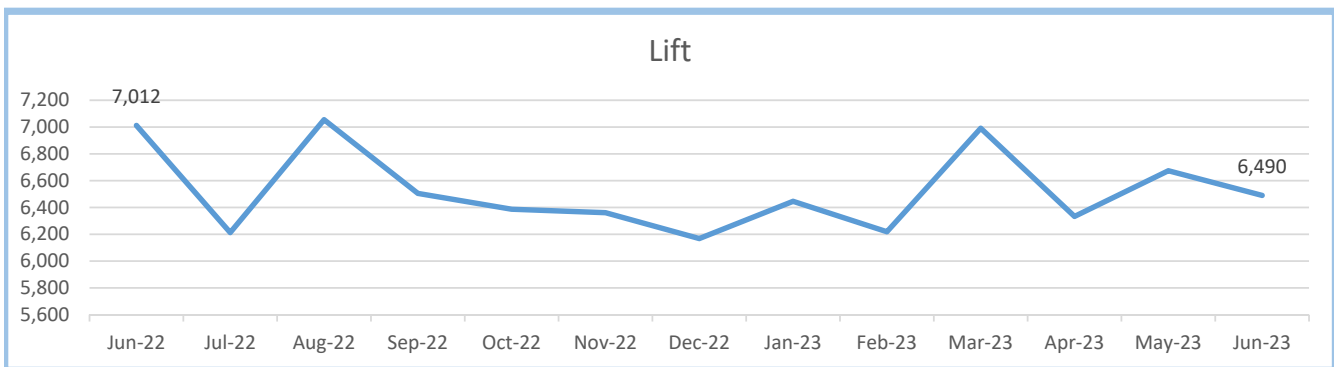
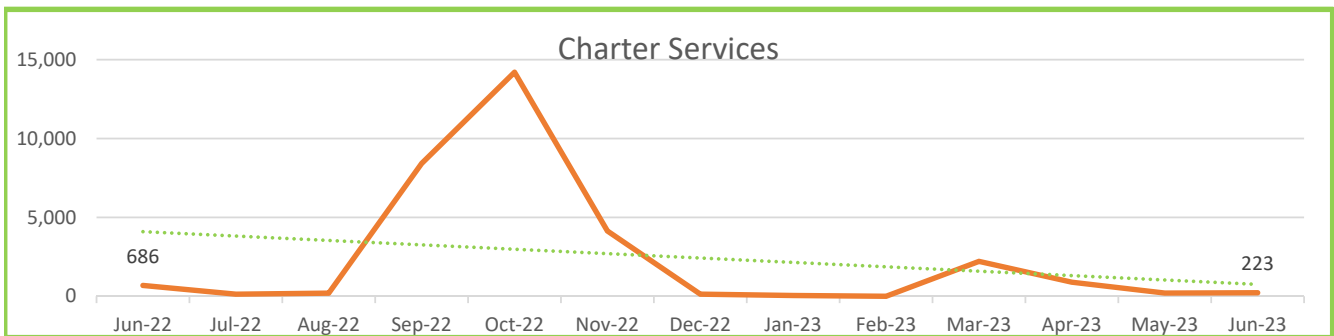
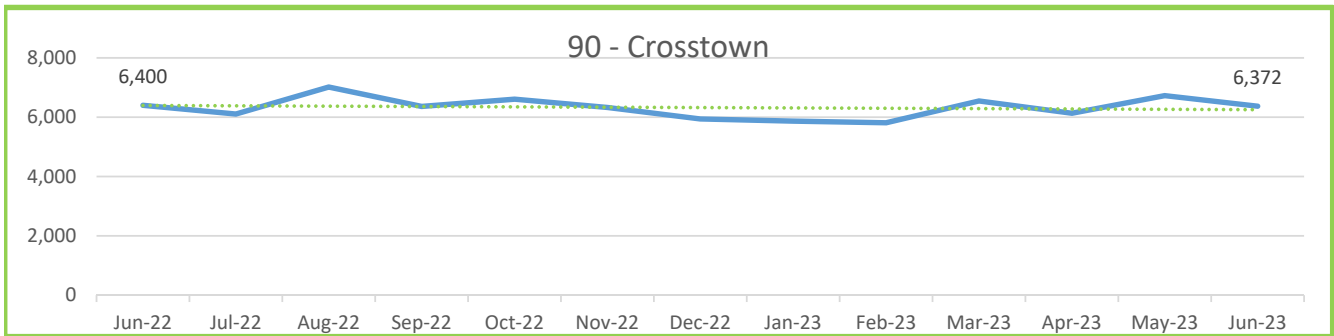
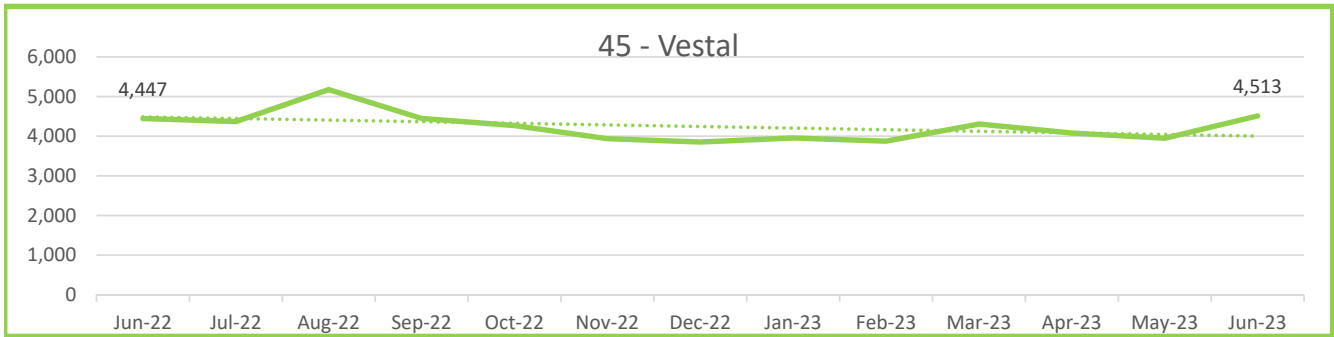
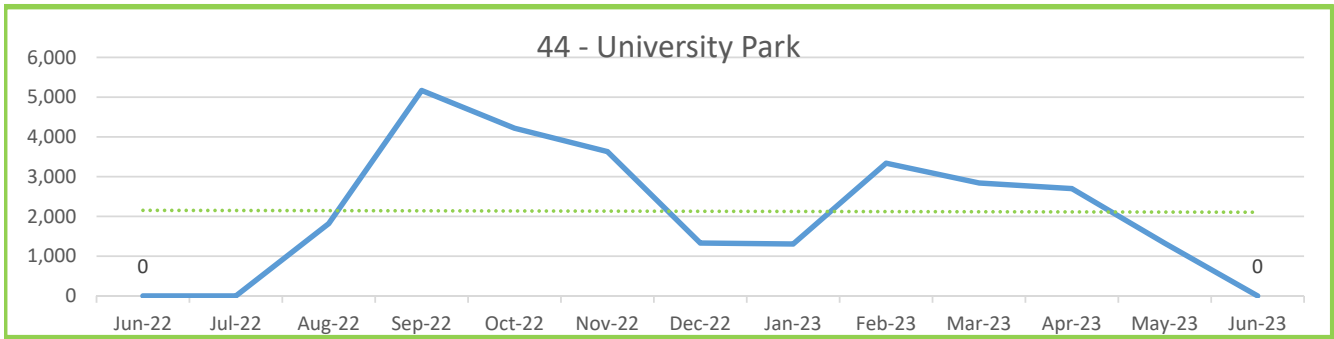
16 - Cedar Bluff Connector



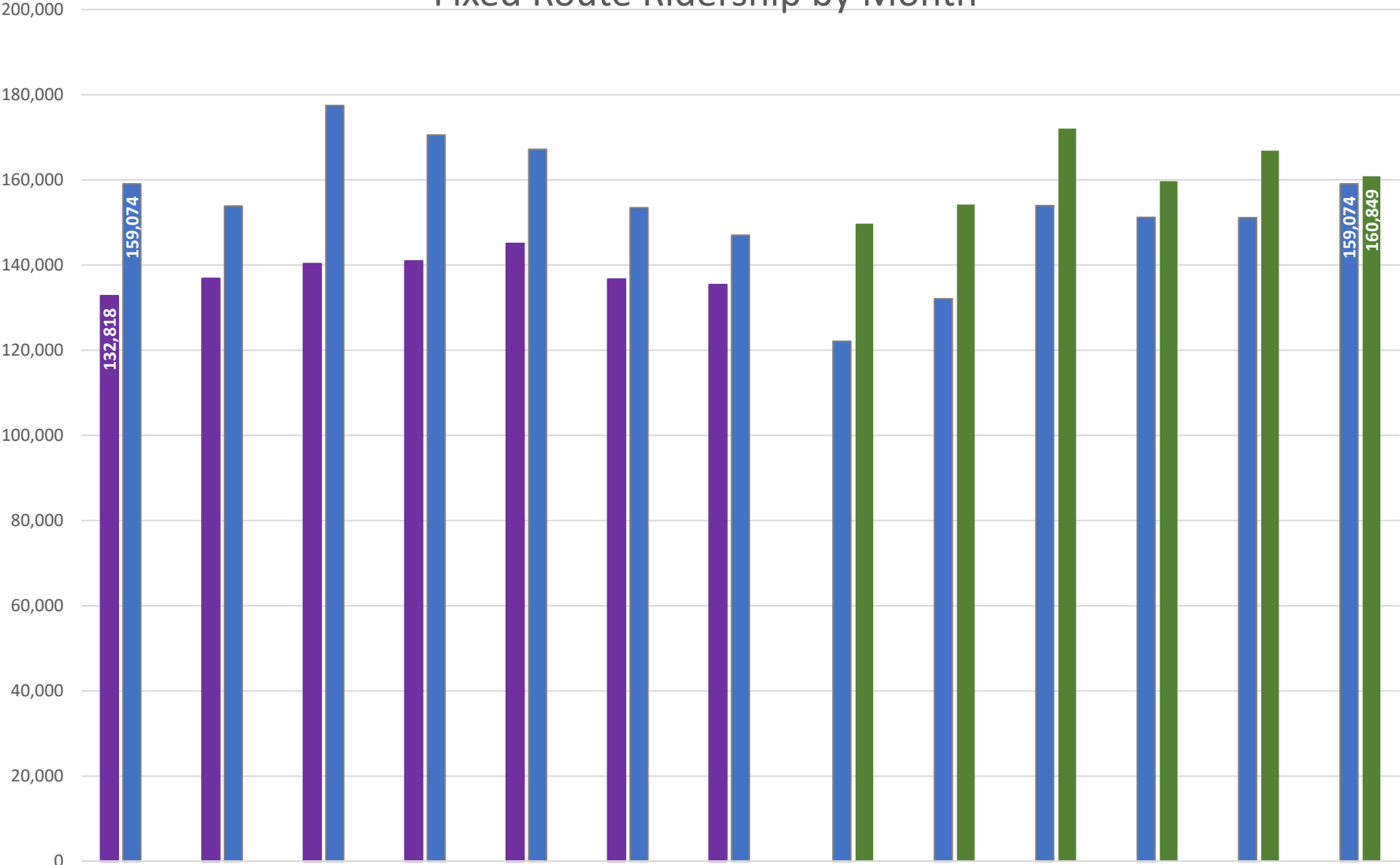






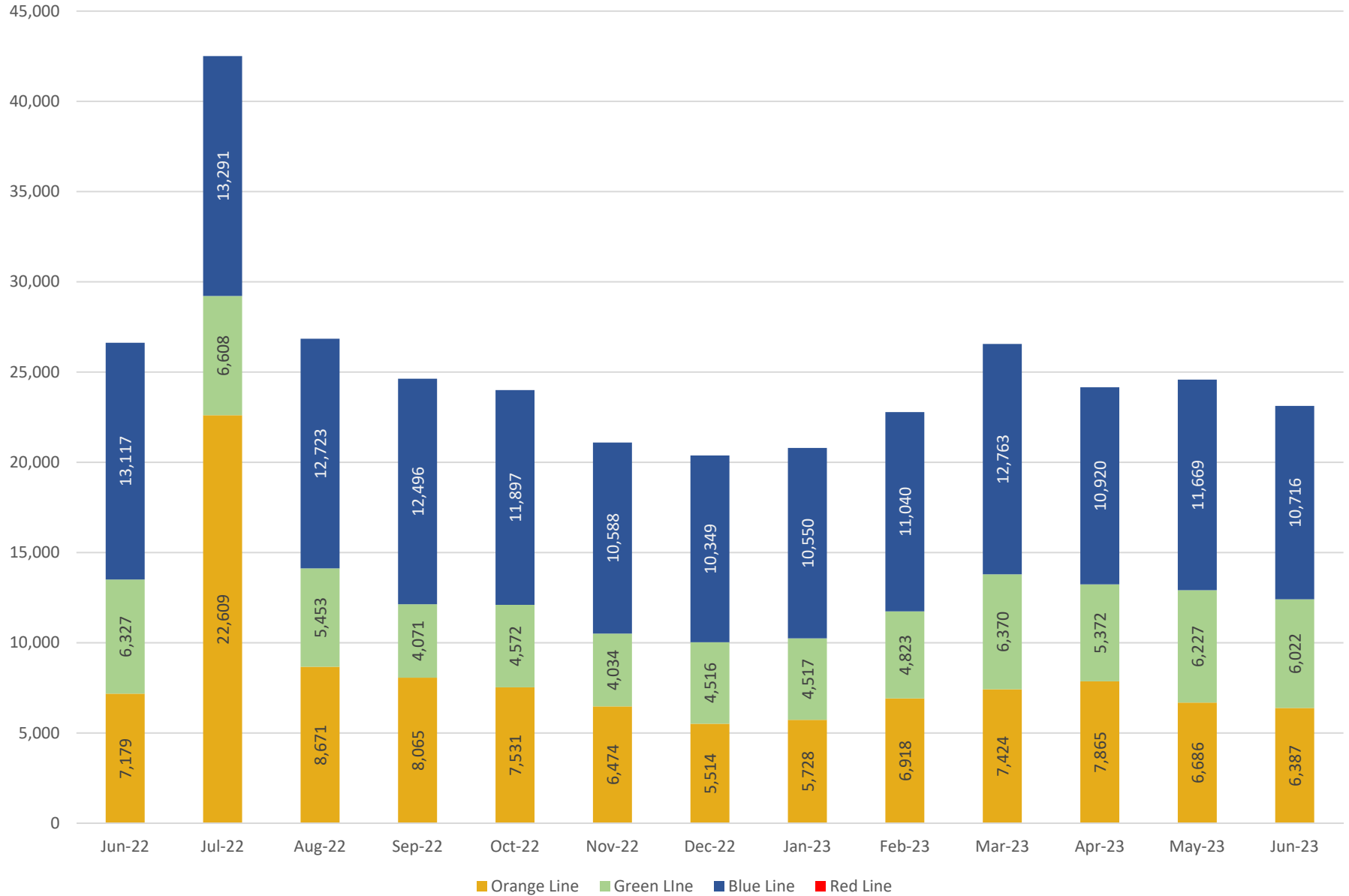


Fixed Route Ridership by Month

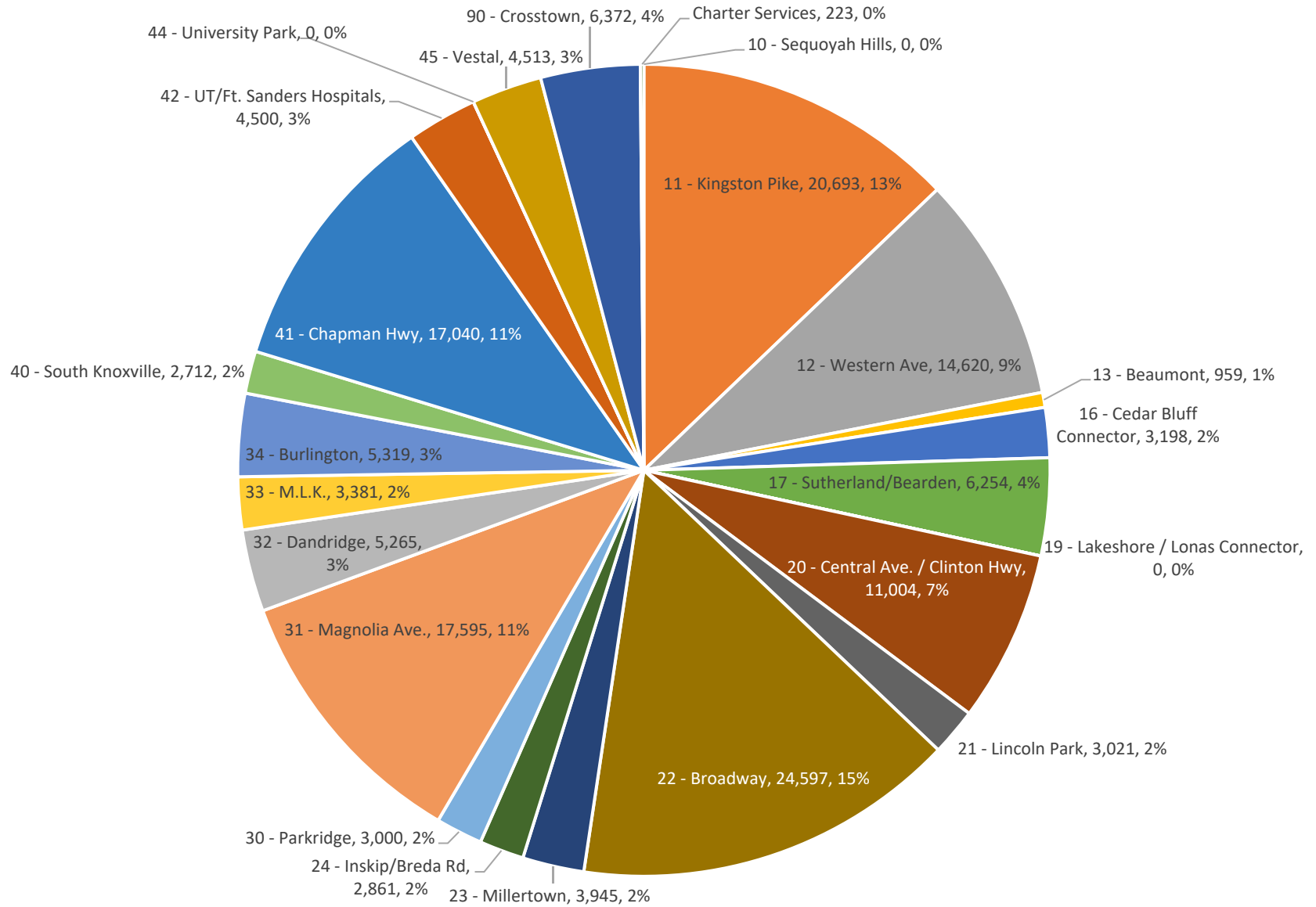


■ 2021 ■ 2022 ■ 2023

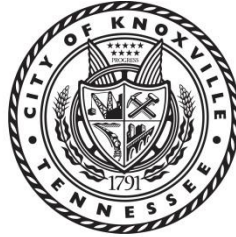
Trolley Ridership



June 2023 System Ridership by Route



INDYA KINCANNON
MAYOR
(865)215-2040



CITY OF KNOXVILLE
KNOXVILLE TRANSPORTATION AUTHORITY

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.

RESOLUTION
KNOXVILLE TRANSPORTATION AUTHORITY

A Resolution of the Knoxville Transportation Authority (KTA) approving the KAT Reimagined Recommended Network Plan.

WHEREAS, the KTA has jurisdiction over Knoxville Area Transit (KAT) routes; and

WHEREAS, KAT and The Knoxville-Knox County TPO have conducted a multi-phased planning process called KAT Reimagined, which asked the public through an extensive public engagement process what type of transit service was desired; and

WHEREAS, based upon that public engagement, the board voted to create a plan which shifted resources to a 70% ridership/30% coverage network; and

WHEREAS, a draft network was created based upon that, which went out to the public for a phase 2 of public engagement, and

WHEREAS the KTA received all comments as well as an analysis of the most common concerns from that second round of public engagement on the draft network, and

WHEREAS, the network was adjusted based on the concerns expressed, resulting in a Recommended Network with those changes which then went back out to the public, and

WHEREAS, the KTA has held a public hearing to receive comments on the Recommended Network, and

WHEREAS, the KTA has seen a preliminary Title VI analysis of the impacts of this Recommended Network with the understanding that a full Title VI analysis will be provided with the more detailed route proposals,

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

Section 1: the Knoxville Transportation Authority (KTA) approves the Recommended Network as presented

Section 2: The KTA and the public will see more detailed versions of all routes and schedules from the Recommended Network once those are complete, and will be asked to approve the detailed package of routes and schedules from the Recommended Network. The estimated implementation date of a new network will be August 2024.

Chair, Knoxville Transportation Authority

Date