

Knoxville Transportation Authority

Meeting Date: Thursday, October 22nd, 2026



Monthly Report

September 2026

Indya Kincannon
MAYOR
(865) 215-2040



CITY OF KNOXVILLE

Knoxville Transportation Authority

Dustin Durham
CHAIR

Rick Whitted
VICE-CHAIR

Sara May
RECORDING SECRETARY

Matthew DeBardelaben

Beth Miller

Aly Taylor

Mary Thom-Adams

Nancy Nabors

Eboni Winford

Zach Roskop

John Lawhorn
ATTORNEY TO KTA

AGENDA

Thursday, October 22nd, 2026

City-County Building, Large Conference Room

- I. Determination of Quorum
- II. Approval of Minutes – September
- 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 the next meeting for November 19th, 2026 & Adjourn

I. Determination of Quorum

Chair Durham called the meeting to order and determined that a quorum was present.

II. Approval of Minutes

Chair Durham requested approval of the August meeting minutes and asked whether there were any comments or corrections.

Commissioner Winford Moved to approve the August meeting minutes, Vice Chair Whitted seconded the motion.

Agenda Modification

Chair Durham requested approval to modify the agenda by moving the TPO Planner presentation to the beginning of the meeting due to scheduling constraints for the presenters.

Action: The Board approved the agenda modification without objection.

III. TPO Planner Report: What's Next Knoxville Comprehensive Plan Update

Doug Burton provided an update on the *What's Next Knoxville* Comprehensive Plan process and introduced Scott Paige of Interface Studio, the lead consultant for the project. Burton also introduced transportation consultants Zach Roberts and Kathy Olsen of CDM Smith, who were present to assist with any transportation-related questions.

Scott Paige reported that the comprehensive planning effort was approximately halfway complete and represented the City's first major update to its comprehensive plan in more than two decades. He explained that the planning process had included extensive public engagement, with more than 6,600 residents participating through surveys, meetings, and other outreach efforts. The project had now moved from gathering feedback to evaluating how Knoxville should grow and develop over the coming decades.

Paige reviewed the draft vision and goals created from public feedback and stated that one of the most recurring themes from residents was connectivity. Residents consistently emphasized the importance of connecting neighborhoods, destinations, jobs, and services while expanding opportunities for walking, biking, and transit use. He noted that comments related to transportation and walkability played a significant role in shaping the draft goals.

Paige reviewed growth projections indicating that Knoxville is expected to add between 28,000 and 38,000 residents by 2050, creating demand for approximately 13,000 to 17,000

new housing units. He explained that future growth would also require additional employment opportunities, parking space, public services, and infrastructure improvements.

The presentation highlighted several key planning considerations, including:

- Providing a greater variety of housing types to meet changing community needs.
- Addressing housing affordability and workforce housing concerns.
- Preserving open space, tree canopy, and environmentally sensitive areas.
- Maintaining land for future employment and economic development.
- Concentrating growth in areas where infrastructure and transportation options already exist.
- Aligning future land use decisions with transit and transportation investments.

Paige outlined three primary growth strategies currently under consideration:

Downtown and High-Demand Areas

The first strategy focused on encouraging additional development in downtown Knoxville and other areas where strong market demand already exists, including the South Waterfront, North Broadway, Central Street, and portions of Kingston Pike. Paige stated that these locations already attract significant development interest but would primarily result in additional multifamily housing and may not provide the full range of housing options needed throughout the city.

Corridor Development

The second strategy examined targeted redevelopment along key transportation corridors. Paige explained that these locations offer opportunities for mixed-use development that combines housing, employment, retail, and services while supporting transit use and walkability. He noted that redevelopment along major corridors would require significant public investment due to infrastructure limitations, property assembly challenges, and roadway conditions.

Neighborhood Infill and Housing Policy Changes

The third strategy focused on infill development and policy modifications. Paige explained that potential changes could include allowing additional middle housing types, such as duplexes and townhomes, in selected neighborhoods while also supporting smaller-lot single-family housing in areas outside the I-640 loop. The intent would be to increase

housing options while preserving neighborhood character and utilizing existing infrastructure more efficiently.

Paige emphasized that no single strategy could accommodate Knoxville's projected growth independently. Instead, a combination of all three approaches would likely be needed. He stated that public feedback gathered during the next phase of community engagement would help determine the final recommendations included in the Comprehensive Plan.

Commissioners discussed affordable housing, housing diversity, workforce housing needs, zoning policy considerations, and implementation challenges. Paige clarified that the Comprehensive Plan would serve as a policy framework and that any future zoning changes would occur through separate public processes.

Commissioner Winford asked how the plan would address housing affordability for low-income and underserved residents. Paige responded that the plan would address both traditional affordable housing programs and workforce housing needs, noting that housing type alone does not determine affordability and that additional policy tools would be necessary.

Commissioner Miller asked whether further policy reforms would be needed beyond recent infill housing updates adopted by the City and County. Paige stated that both geographic expansion of housing opportunities and regulatory changes would likely be necessary to encourage additional housing development.

Commissioner Taylor asked whether any strategy represented a "low-hanging fruit" that could generate the greatest impact. Paige responded that no single solution existed and that meaningful progress would require a combination of policy changes, strategic investments, and long-term planning efforts.

Before concluding, Burton encouraged residents to attend upcoming public engagement events and complete the online survey available through the *What's Next Knoxville* website. He noted that participants would also be eligible for a weekly gift card drawing.

Chair Durham thanked the presenters and commented on the close relationship between housing, transportation, employment, and future transit system growth. He stated that population growth and housing diversity would play an important role in supporting future transit investments and service improvements.

Chair's Report

Chair Durham reminded attendees that the next "Ride the Routes" event would take place immediately following the meeting on the Chapman Highway route. He explained that the program provides commissioners and members of the public an opportunity to experience individual KAT routes firsthand and better understand rider experiences throughout the system.

Chair Durham also reported that he had been meeting with community stakeholders regarding several transit-related initiatives and hoped to present additional information to the Board at a future meeting.

Meeting Time Discussion

Chair Durham followed up previous discussions regarding changing the Board's meeting time to improve accessibility for working residents and increase public participation.

John Lawhorn advised that he would review the Board's bylaws to determine whether changing the meeting time would require a formal amendment. He also explained that any subcommittee established to study the matter would be subject to Sunshine Law requirements and would need to hold publicly posted meetings.

Action Taken: Chair Durham formally appointed Commissioners Winford and Taylor to serve on a subcommittee to review meeting times and report recommendations back to the Board. Both commissioners accepted the appointment.

Commissioner Comments

Commissioner Taylor reported that representatives from Morningside Gardens had expressed interest in discussing transportation concerns and opportunities with KAT staff. Taylor asked whether KAT currently provided outreach and engagement opportunities for senior housing communities.

Isaac Thorne stated that KAT's marketing staff currently conducts travel training programs throughout the community and would be able to schedule a presentation for residents at Morningside Gardens. He explained that staff could assist residents with learning how to use public transit, accessing services, and addressing transportation concerns.

When asked how resident concerns are handled, Thorne stated that concerns can be submitted through multiple channels, including phone calls and formal complaint processes. Staff document concerns, investigate issues when necessary, and follow up directly with customers.

a. Staff

City of Knoxville Director of Transit Report

Isaac Thorne presented an overview of KAT's Integrated Microtransit and Paratransit Study. He explained that the study was conducted in partnership with KAT, the City of Knoxville, the Knoxville Regional TPO, and Justice Knox and was designed to evaluate opportunities for improving mobility through integration of microtransit and ADA paratransit services.

Thorne reported that the study found KAT's fixed-route network effectively serves many of Knoxville's strongest transit markets; however, service gaps remain in areas characterized by low-density development, challenging topography, limited sidewalks, and dispersed travel patterns.

The study identified five potential microtransit service zones:

- East Knoxville
- Northeast Knoxville
- Northwest Knoxville
- South Knoxville
- West Knoxville

Based on the study's evaluation criteria, East Knoxville emerged as the strongest candidate for an initial pilot program.

Thorne emphasized that microtransit would complement rather than replace fixed-route transit service. The concept would provide flexible first-mile and last-mile connections while allowing fixed-route service to remain focused on high-demand corridors.

The study also identified opportunities to improve ADA paratransit efficiency through improved scheduling practices and technology upgrades. Thorne reported that KAT had already implemented scheduling changes for Lift service on August 24, resulting in measurable increases in efficiency and productivity.

He further reported that KAT had created a new Mobility Planner position dedicated to data analysis and service planning for both paratransit and microtransit services. Lucy Bolin had been selected for the position and was scheduled to begin employment on October 5.

Technology and Implementation

Thorne stated that the most important recommendation in the study was procurement of a modern scheduling software platform capable of managing both microtransit and ADA paratransit operations. He explained that KAT's existing software lacks the capability needed to support real-time scheduling, dynamic dispatching, and performance monitoring.

He reported that procurement of a new software platform would begin within the coming weeks.

Implementation steps discussed included:

1. Procurement and installation of a modern scheduling platform.
2. Public education and community outreach.
3. Launch of an East Knoxville microtransit pilot.
4. Monitoring ridership, performance, productivity, customer satisfaction, and service impacts.
5. Evaluation of future expansion opportunities.

Thorne stated that staff anticipated presenting a recommendation for an East Knoxville pilot zone in late 2026 or early 2027 and remained hopeful that service could launch by May 2027.

Board Discussion

Chair Durham asked for clarification regarding the future role of the Board in reviewing or approving the proposed service. John Lawhorn explained that, unlike fixed routes, microtransit may not require formal route approval but that fare changes or other policy decisions could require Board action.

Commissioners discussed projected ridership levels, service design, accessibility, funding, vehicle needs, and software procurement. Thorne estimated that the East Knoxville pilot could generate approximately 5,000 passenger trips per month and noted that ridership could potentially exceed that estimate.

Commissioners also discussed opportunities for same-day trips, integration with fixed-route transit, and use of mobile applications for trip scheduling.

Thorne explained that microtransit would be available to the general public within designated service zones and would operate using the same accessible vehicles currently utilized for ADA paratransit service. Riders would be able to request trips within the zone or connect to the fixed-route transit network.

Thorne reported that previously awarded federal ATTAIN grant funding could help support implementation costs and that KAT would continue pursuing additional federal, state, and local funding opportunities.

Doug Burton expressed strong support for the project and praised the collaborative efforts of KAT, the City of Knoxville, the TPO, and Justice Knox. Commissioner Winford thanked Justice Knox for its leadership and noted that the project represented a successful example of community-driven planning and advocacy.

Meeting Time Change

Chair Durham proposed changing the October 22 meeting time to **2:30 p.m.** due to a workshop scheduled immediately following the meeting.

Action Taken: The motion passed unanimously with no opposition.

Old Business

There was no old business.

New Business

There was no new business.

Public Comments

Elliot Lloyd

Mr. Lloyd, 708 Morgan Street, commented on weekend transit service frequency, specifically on the Magnolia route. They shared examples of longer wait times on Sundays and encouraged KAT to consider increasing weekend service frequency to match weekday levels. They stated that enhanced weekend service could benefit workers, increase ridership, support Knoxville's nightlife economy, and provide more reliable transportation options. Elliot Lloyd also invited Board members to complete a transportation survey following the meeting.

Dan Feller

Mr. Feller, 1015 West Noma Circle, addressed the Board regarding two proposed service improvements.

First, he requested installation of an outbound Route 10 bus stop sign at the corner of Kennesaw and Keowee in Sequoyah Hills, stating that the absence of a designated stop requires riders to remain on the bus while it completes a loop before returning to the same location.

Second, he requested installation of a westbound bus shelter on Cumberland Avenue near the University of Tennessee campus. He noted that the stop serves several routes but currently lacks weather protection for passengers.

Adjournment

Chair Durham announced that the next meeting would be held on **October 22 at 2:30 p.m.**

There being no further business, Chair Durham adjourned the meeting.

Respectfully Submitted,

Sara F. May

KTA Recording Secretary



KNOXVILLE AREA TRANSIT

ROUTE PERFORMANCE REPORT - September, 2026

ROUTE NUMBER	ROUTE NAME	RIDERSHIP	% of Ridership	MILES	% of Miles	HOURS	% of Hours	Passg/ Mile	Passg/ Hour
1	Downtown Connector	18,910	7.5%	9,904	3.9%	1,971	8.2%	1.91	9.59
10	Sequoyah Hills (est.)	656	0.3%	980	0.4%	103	0.4%	0.67	6.37
11	Kingston Pike	27,753	10.9%	20,272	8.1%	1,822	7.6%	1.37	15.23
12	Western Avenue	10,660	4.2%	15,467	6.1%	1,614	6.7%	0.69	6.60
15	Woodland Crosstown	13,730	5.4%	20,673	8.2%	1,900	7.9%	0.66	7.23
16	Cedar Bluff Connector	13,068	5.2%	14,901	5.9%	1,356	5.7%	0.88	9.64
17	Sutherland/Bearden	6,317	2.5%	6,406	2.5%	631	2.6%	0.99	10.01
20	Central Street	19,839	7.8%	19,543	7.8%	1,703	7.1%	1.02	11.65
22	Broadway	26,991	10.6%	13,667	5.4%	1,619	6.8%	1.97	16.67
23	Millertown	3,032	1.2%	5,337	2.1%	463	1.9%	0.57	6.55
24	Inskip/Breda	4,390	1.7%	7,245	2.9%	719	3.0%	0.61	6.11
31	Magnolia Avenue	23,205	9.1%	14,593	5.8%	1,509	6.3%	1.59	15.38
32	Dandridge Avenue	3,849	1.5%	4,689	1.9%	468	2.0%	0.82	8.22
34	Burlington	17,336	6.8%	17,209	6.8%	1,562	6.5%	1.01	11.10
37	Morningside/Riverside	5,077	2.0%	3,162	1.3%	460	1.9%	1.61	11.04
40	South Knoxville	1,903	0.8%	5,384	2.1%	439	1.8%	0.35	4.33
41	Chapman Highway	15,508	6.1%	16,565	6.6%	1,013	4.2%	0.94	15.31
42	Fort Sanders/UT Medical Centers	5,726	2.3%	6,544	2.6%	1,079	4.5%	0.88	5.31
44	University Park	11,156	4.4%	1,965	0.8%	285	1.2%	5.68	39.14
45	Vestal	5,166	2.0%	4,259	1.7%	383	1.6%	1.21	13.49
	Other/ Unknown								

SUB TOTAL LINE SERVICE	234,272	92.4%	208,765	82.9%	21,099	88.2%	1.12	11.10
LIFT SERVICE	5,647	2.2%	41,970	16.7%	2,558	10.7%	0.13	2.21
katConnect	2	0.0%	0	0.0%	0	0.0%	0.00	0.00
Charter Services	13,713	5.4%	1,064	0.4%	275	1.1%	12.88	49.93
GRAND TOTAL ALL KAT SERVICES	253,634	100.0%	251,799	100.0%	23,932	100.0%	1.01	10.60



KNOXVILLE AREA TRANSIT

SYSTEM PERFORMANCE REPORT — September, 2026

	THIS MONTH			FISCAL YEAR-TO-DATE		
	This Year	Last Year	Change	This Year	Last Year	Change
FIXED ROUTE SERVICE						
Total Passengers	234,272	221,473	6%	615,242	636,243	-3%
System Generated Revenue				\$252,663	\$295,733	-15%
Revenue Veh. Miles	208,765	249,888	-16%	589,823	757,806	-22%
Revenue Veh. Hours	21,099	18,984	11%	58,080	58,265	-0%
Passengers/Mile	1.12	0.89	27%	1.04	0.84	24%
Passengers/Hour	11.10	11.67	-5%	10.59	10.92	-3%
Preventable Accidents	6	5	20%	16	12	33%
Mechanical Road Calls	56	34	65%	187	180	4%
Accidents/100,000 Miles	2.87	2.00	44%	2.71	1.58	71%
Miles/Road Failure	3,727.95	7,349.65	-49%	3,154.13	4,210.03	-25%
DEMAND RESPONSE						
Total Passengers	5,647	6,844	-17%	17,654	20,106	-12%
System Generated Revenue				\$33,119	\$39,443	-16%
Revenue Veh. Miles	41,970	40,890	3%	144,947	127,491	14%
Revenue Veh. Hours	2,558	3,440	-26%	8,591	9,535	-10%
Passengers/Mile	0.13	0.17	-20%	0.12	0.16	-23%
Passengers/Hour	2.21	1.99	11%	2.05	2.11	-3%
Preventable Accidents	0	0	N/A	0	0	N/A
Mechanical Road Calls	6	1	500%	19	9	111%
Accidents/100,000 Miles	0.00	0.00	N/A	0.00	0.00	N/A
Miles/Road Failure	6,995.00	40,890.00	-83%	7,628.79	14,165.67	-46%
CHARTER SERVICE						
Charters	42	0	N/A	42	0	N/A
Sports Charters	13,671	18,380	-26%	13,671	53,458	-74%
Total Passengers	13,713	18,380	-25%	13,713	53,458	-74%
Revenue						
Football Shuttle Charters				\$6,450	\$8,700	-26%
Other Sports - Boyd Sports, LLC				Pending	Pending	N/A
Total Miles	1,064.30	1,441.00	-26%	Pending	4,240.00	N/A
Total Hours	274.67	370.70	-26%	Pending	1,066.00	N/A

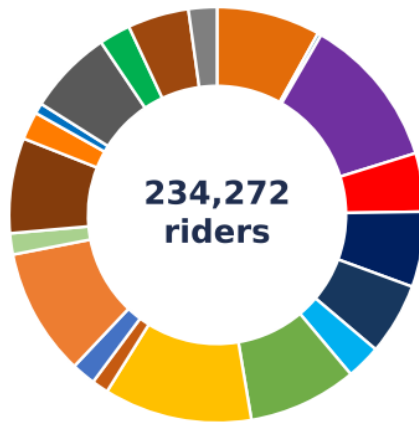
KAT RIDERSHIP CHARTS

September, 2026

Knoxville Area Transit · Route Performance & System Overview

Fixed route riders	LIFT passengers	Charter passengers	Total all services
234,272	5,647	13,713	253,634
▲ 5.8% vs SEP-25	▼ 17.5% vs SEP-25	▼ 25.4% vs SEP-25	▲ 2.8% vs SEP-25

RIDERSHIP BY ROUTE — SEP-26



1 - Downtown Connector: 18,910 (8.1%)	10 - Sequoyah Hills: 656 (0.3%)
11 - Kingston Pike: 27,753 (11.8%)	12 - Western Ave: 10,660 (4.6%)
15 - Woodland Crosstown: 13,730 (5.9%)	16 - Cedar Bluff: 13,068 (5.6%)
17 - Sutherland/Bearden: 6,317 (2.7%)	20 - Central Street: 19,839 (8.5%)
22 - Broadway: 26,991 (11.5%)	23 - Millertown: 3,032 (1.3%)
24 - Inskip/Breda: 4,390 (1.9%)	31 - Magnolia Ave: 23,205 (9.9%)
32 - Dandridge Ave: 3,849 (1.6%)	34 - Burlington: 17,336 (7.4%)
37 - Morningside/Riverside: 5,077 (2.2%)	40 - South Knoxville: 1,903 (0.8%)
41 - Chapman Hwy: 15,508 (6.6%)	42 - Ft Sanders/UT: 5,726 (2.4%)
44 - University Park: 11,156 (4.8%)	45 - Vestal: 5,166 (2.2%)

ROUTE TRENDS — JUL-25 TO SEP-26

See following pages for all 20 route trend charts

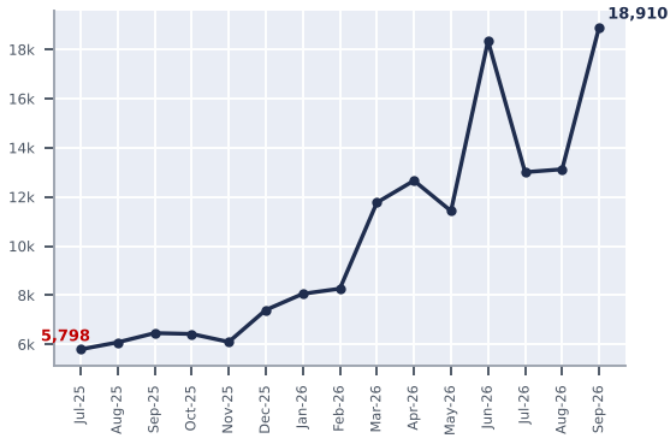


KAT RIDERSHIP CHARTS

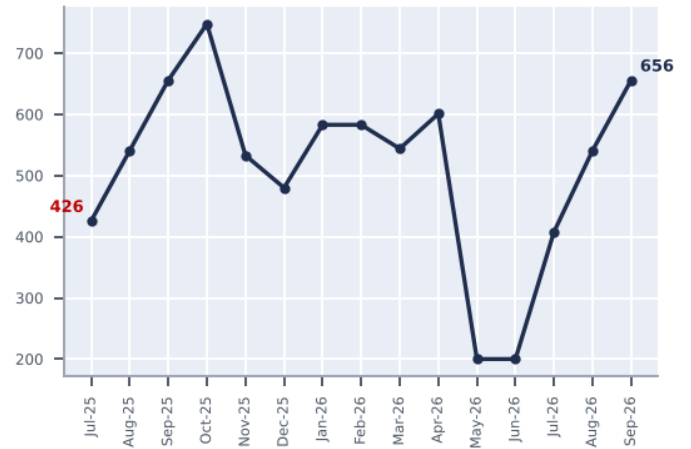
September, 2026

Route Trend Charts · July 2025 to September, 2026

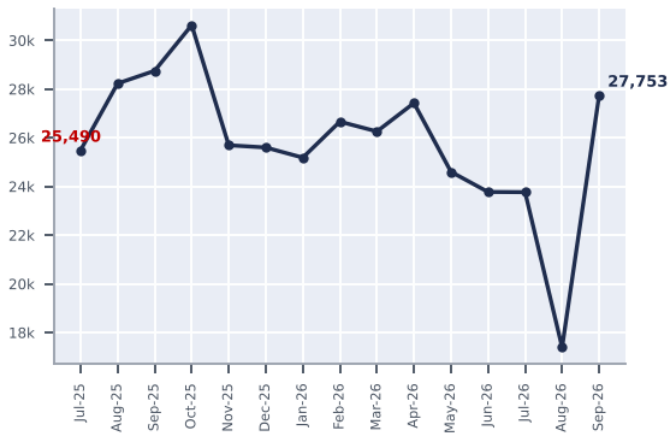
1 — Downtown Connector



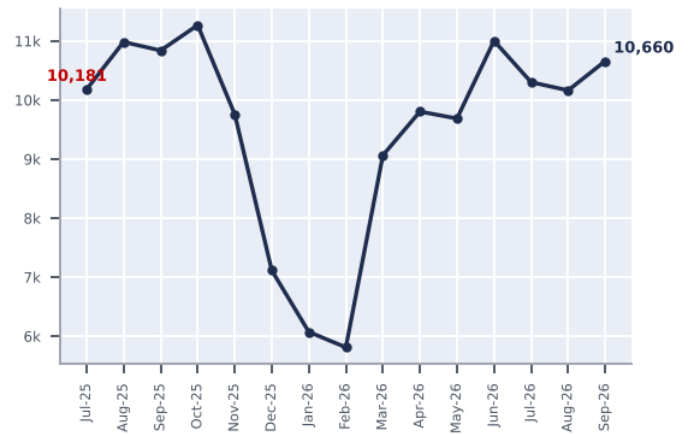
10 — Sequoyah Hills



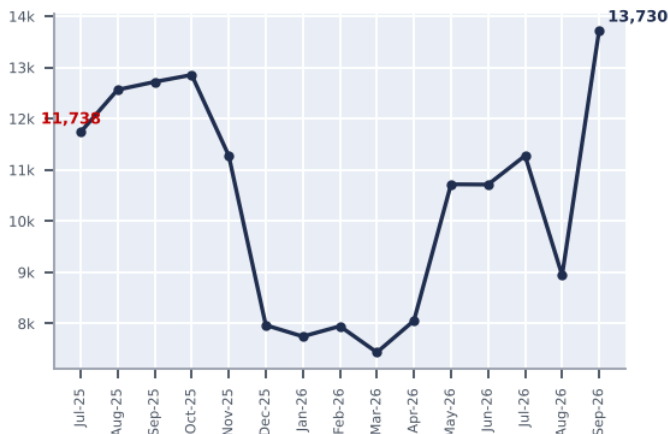
11 — Kingston Pike



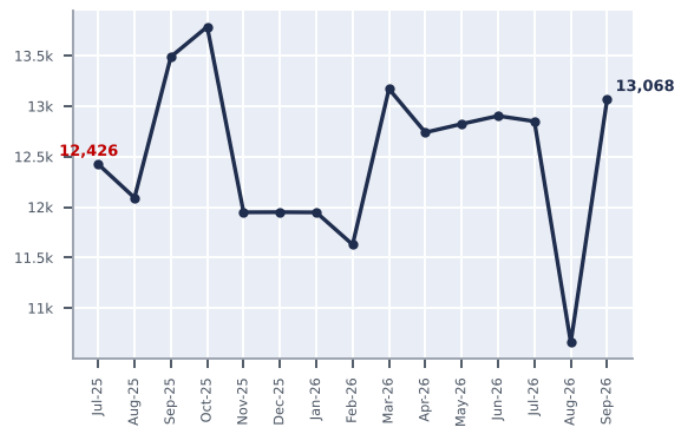
12 — Western Ave



15 — Woodland Crosstown



16 — Cedar Bluff



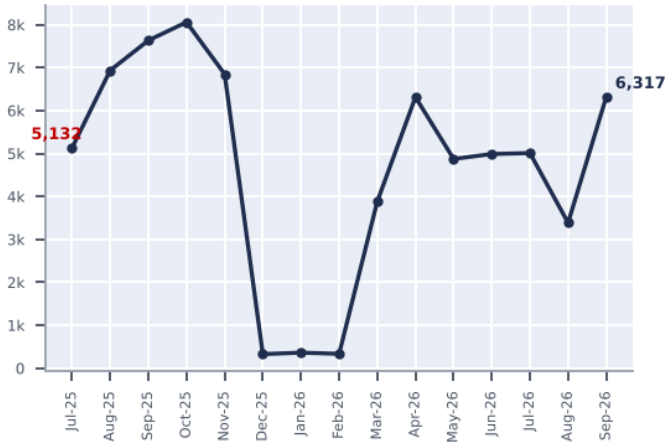


KAT RIDERSHIP CHARTS

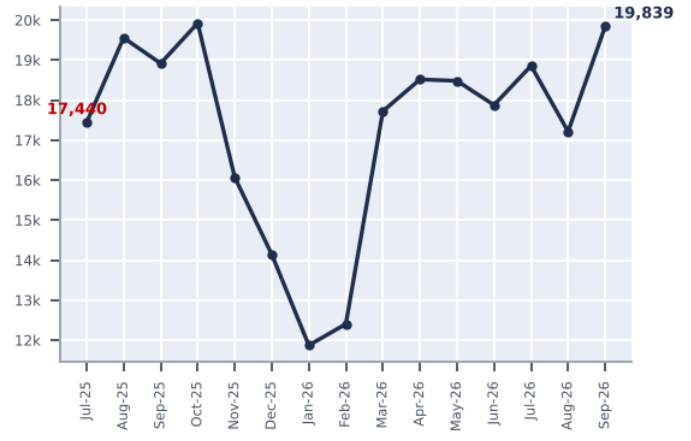
September, 2026

Route Trend Charts · July 2025 to September, 2026

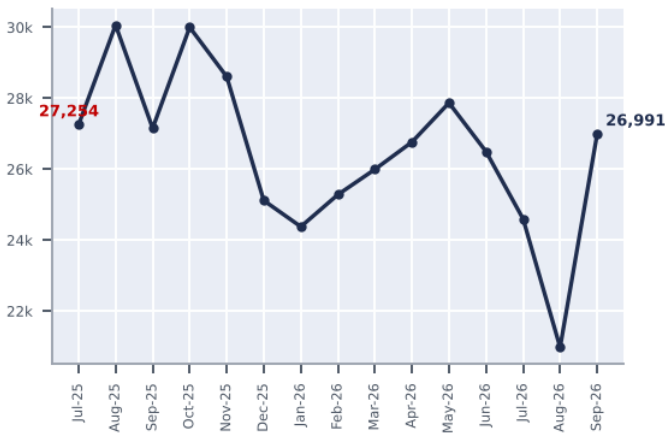
17 — Sutherland/Bearden



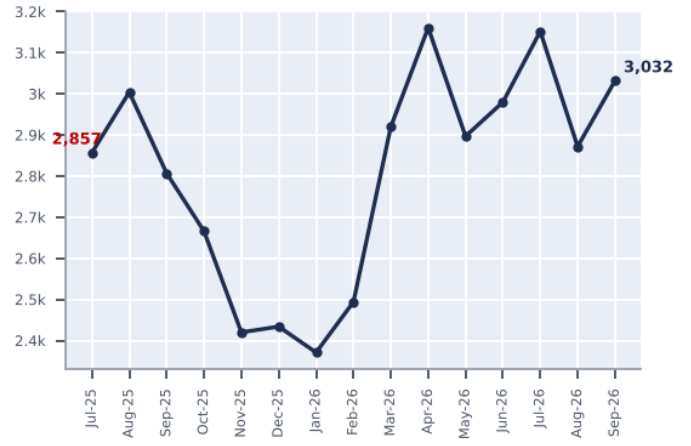
20 — Central Street



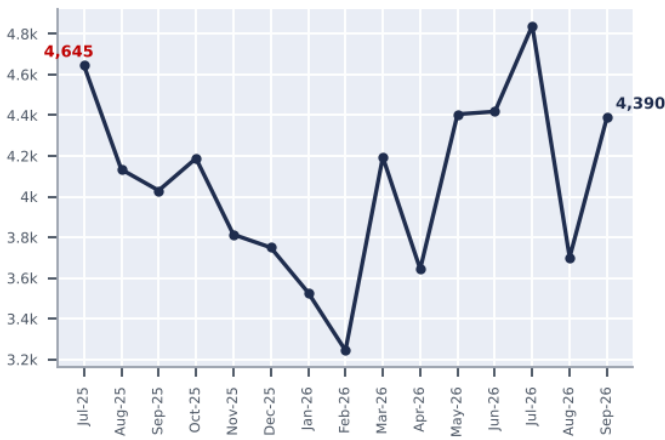
22 — Broadway



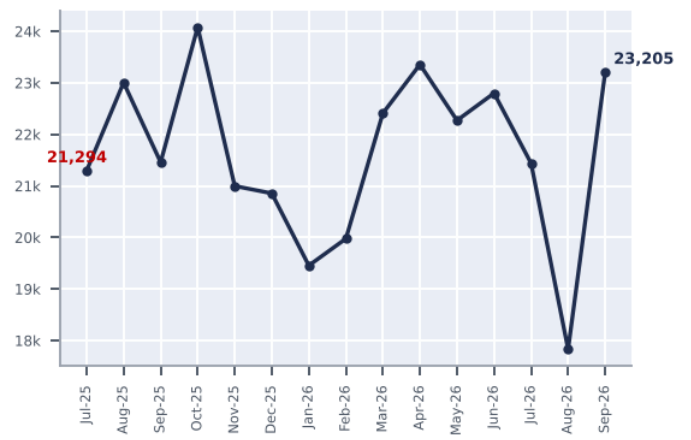
23 — Millertown



24 — Inskip/Breda



31 — Magnolia Ave



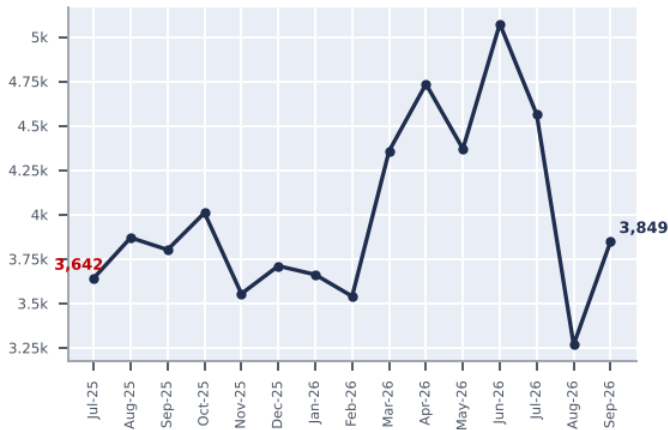


KAT RIDERSHIP CHARTS

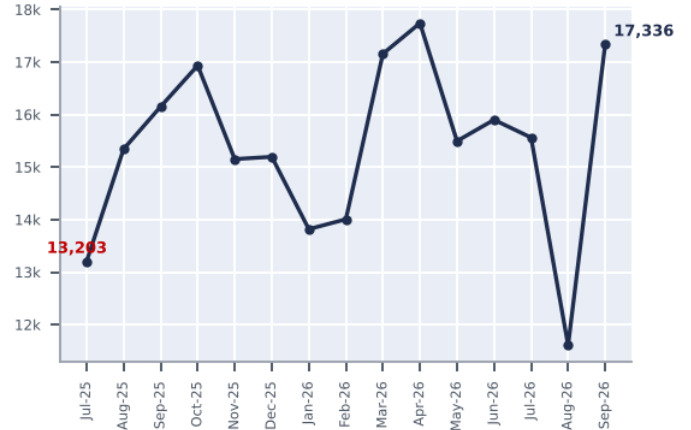
September, 2026

Route Trend Charts · July 2025 to September, 2026

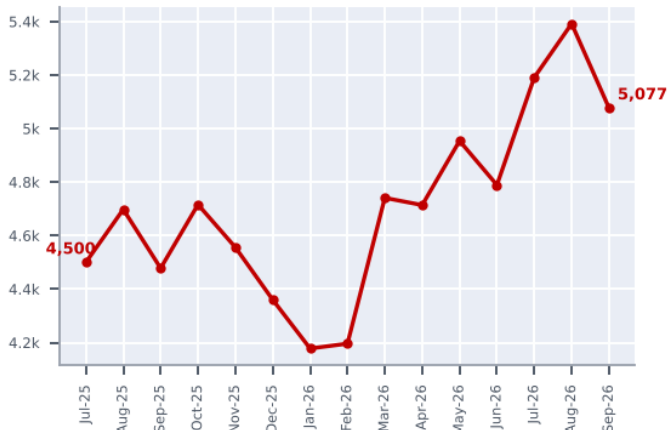
32 — Dandridge Ave



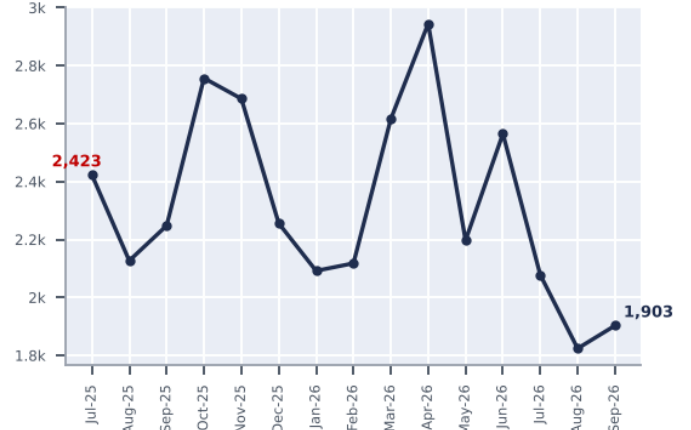
34 — Burlington



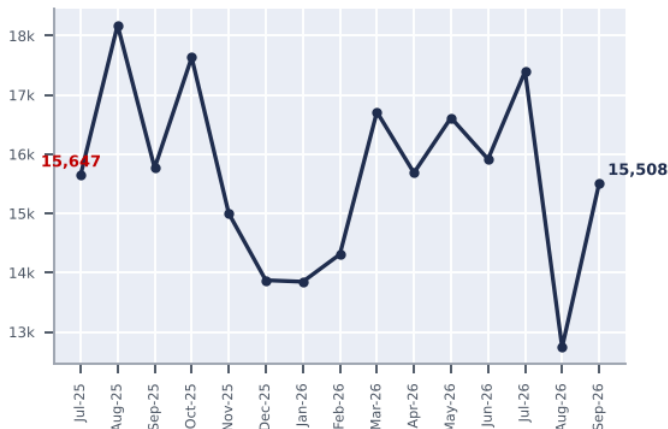
37 — Morningside/Riverside



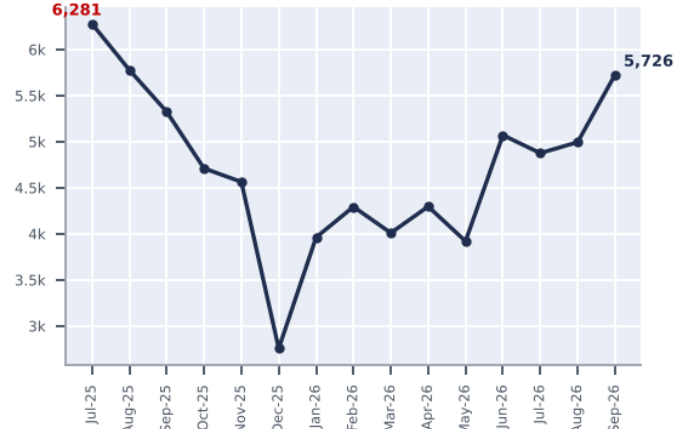
40 — South Knoxville



41 — Chapman Hwy



42 — Ft Sanders/UT



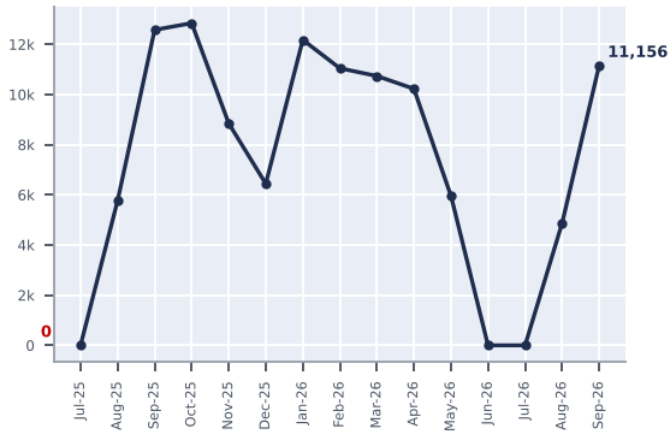


KAT RIDERSHIP CHARTS

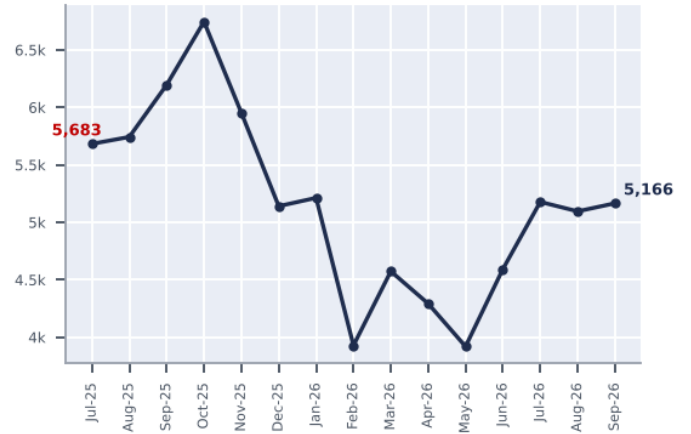
September, 2026

Route Trend Charts · July 2025 to September, 2026

44 — University Park



45 — Vestal





KAT RIDERSHIP CHARTS

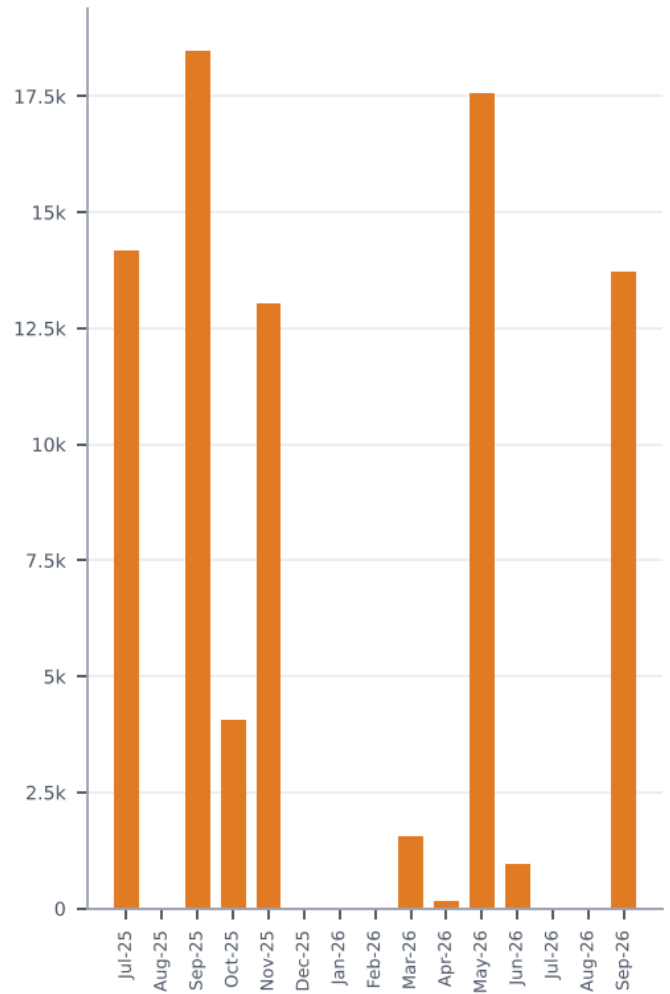
September, 2026

LIFT Demand Response & Charter Services

LIFT — Demand Response



Charter services passengers



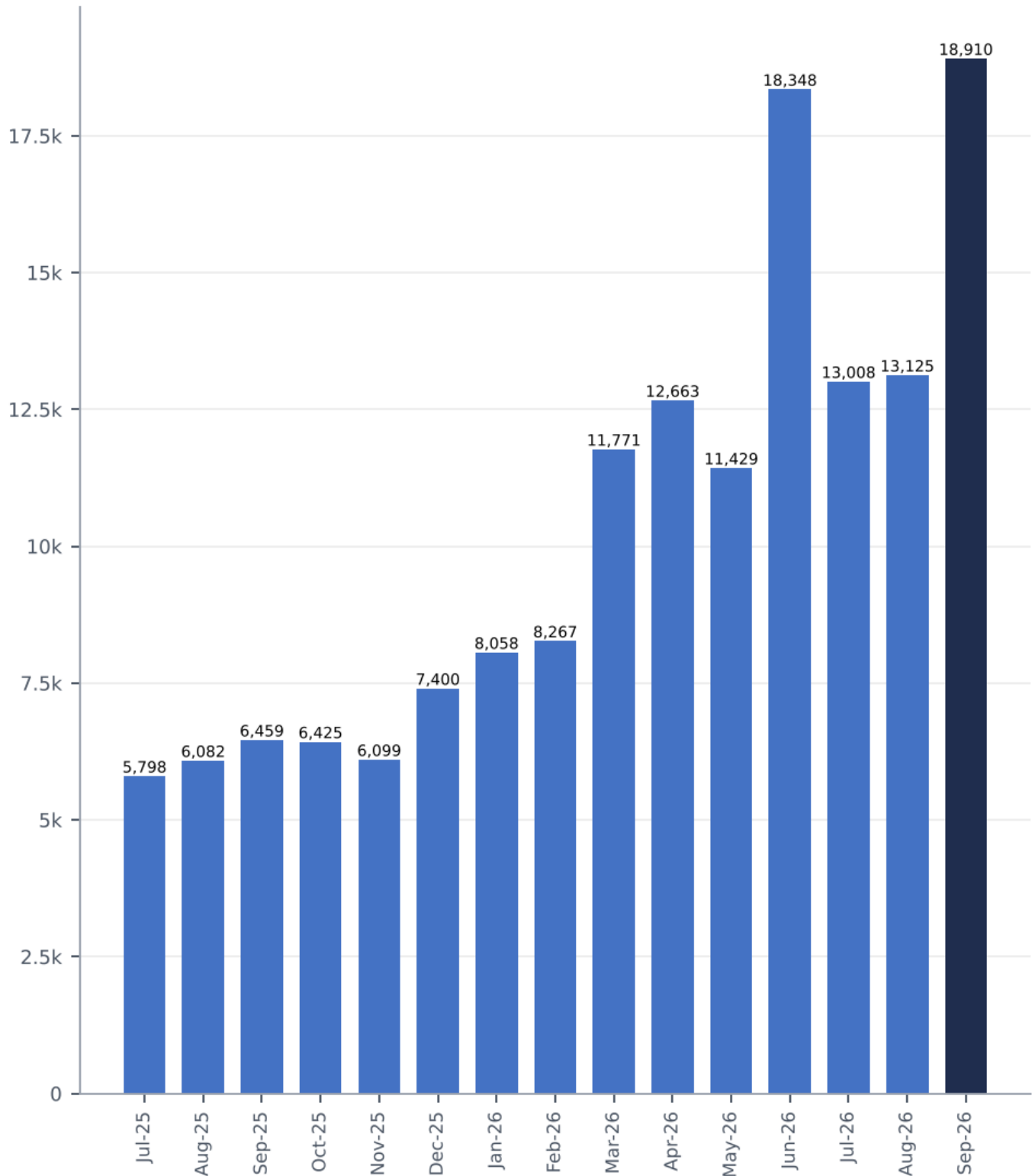


KAT RIDERSHIP CHARTS

Route 1 — Downtown Connector

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



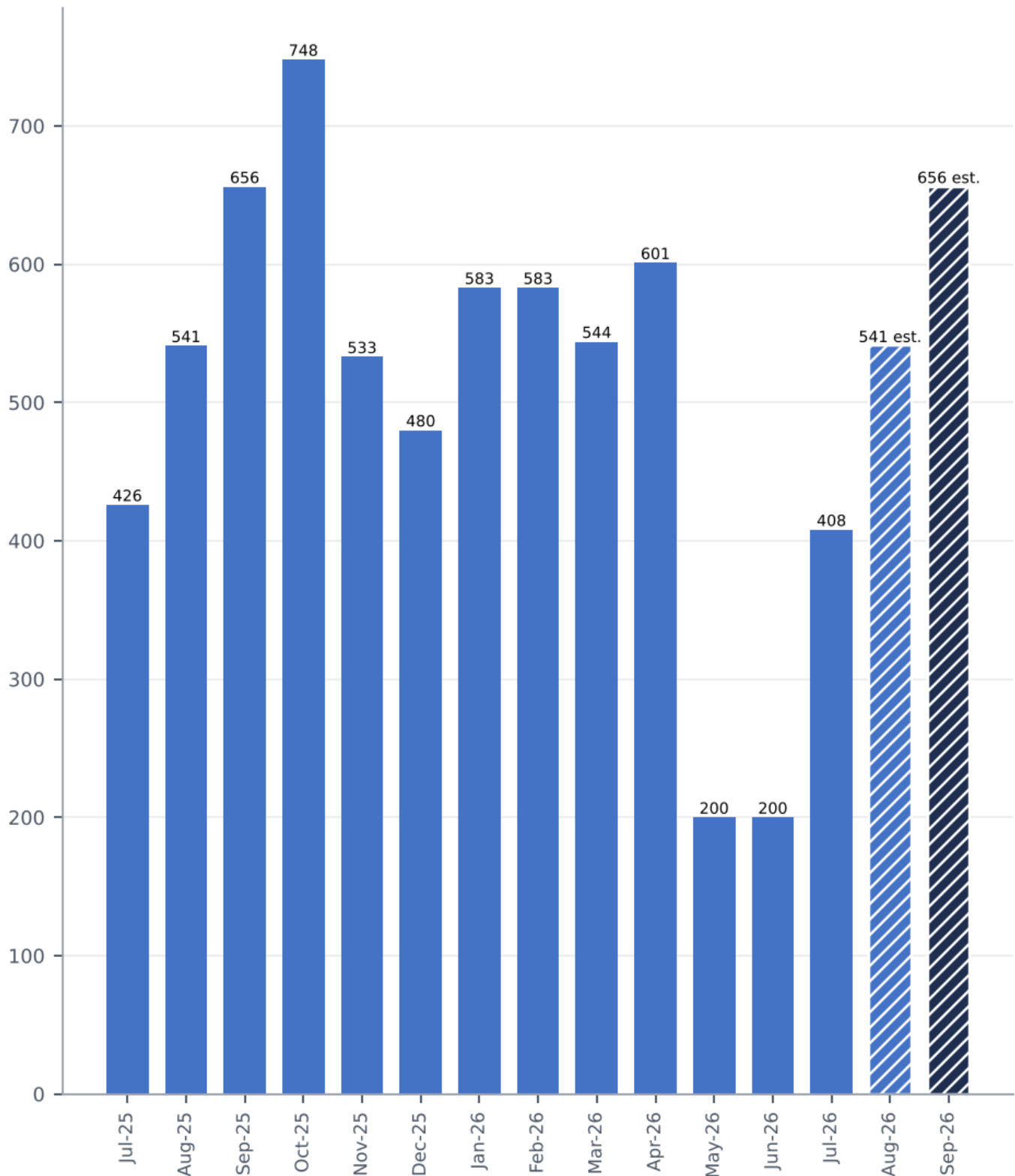


KAT RIDERSHIP CHARTS

Route 10 — Sequoyah Hills

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



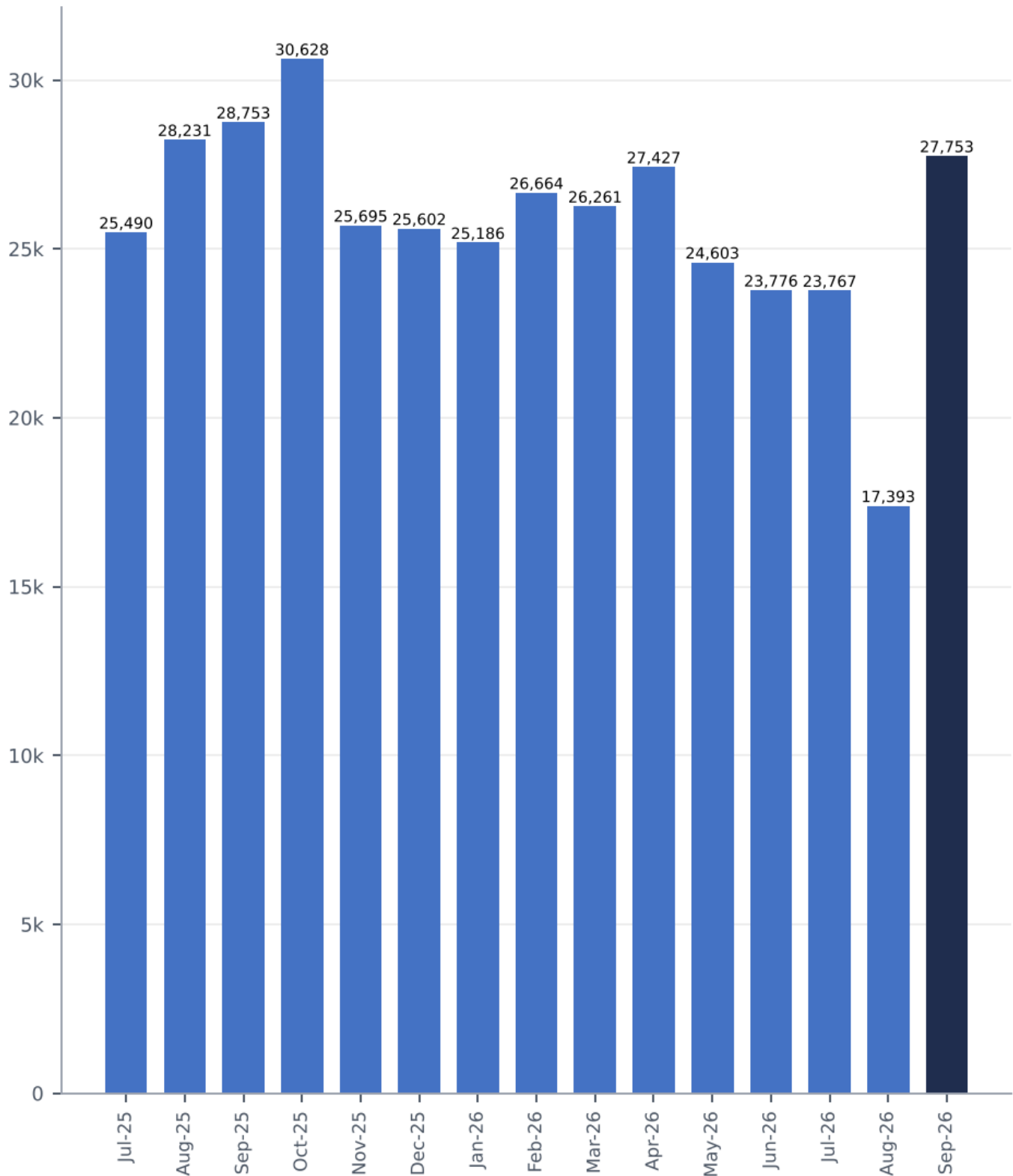


KAT RIDERSHIP CHARTS

Route 11 — Kingston Pike

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



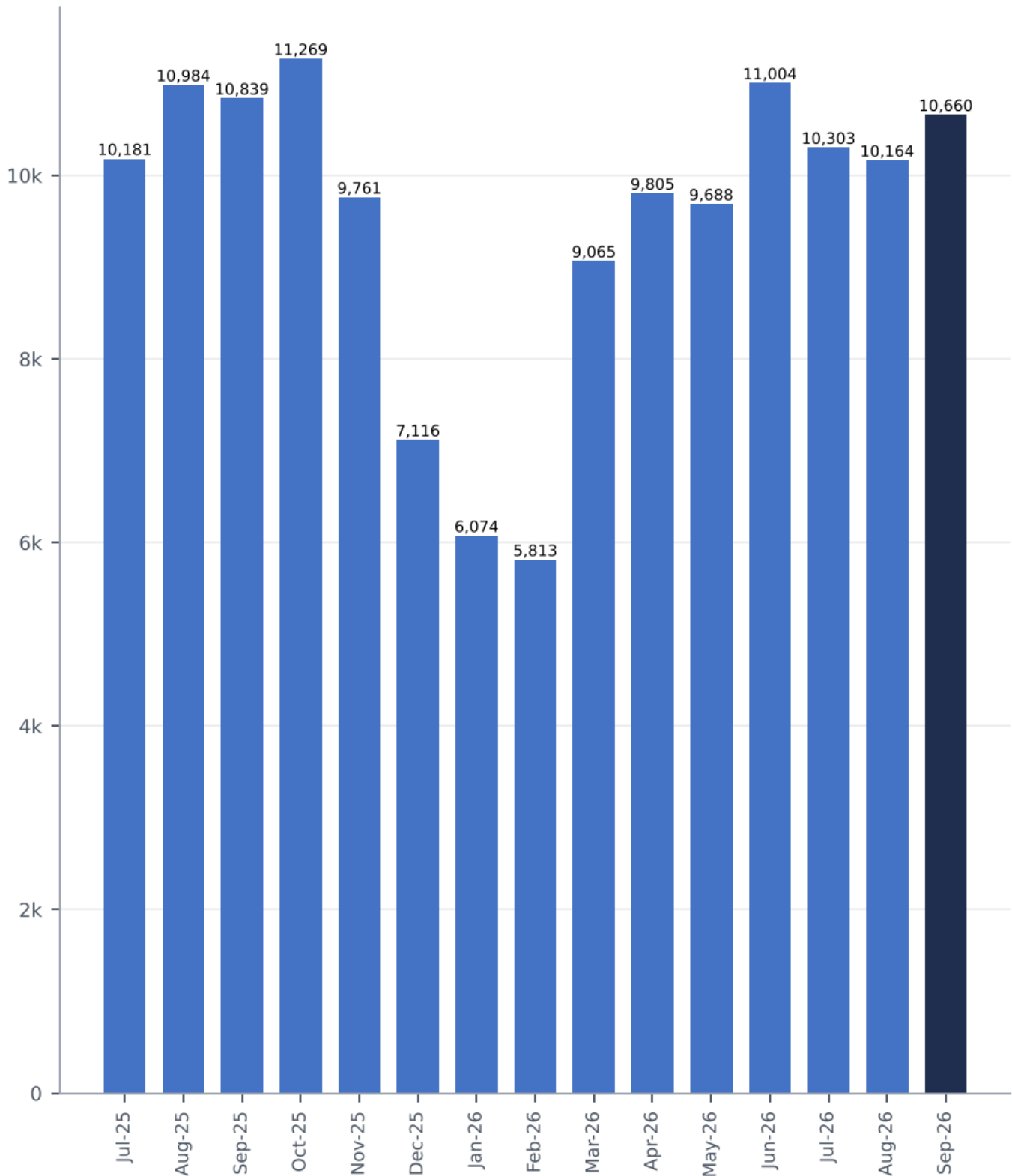


KAT RIDERSHIP CHARTS

Route 12 — Western Ave

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



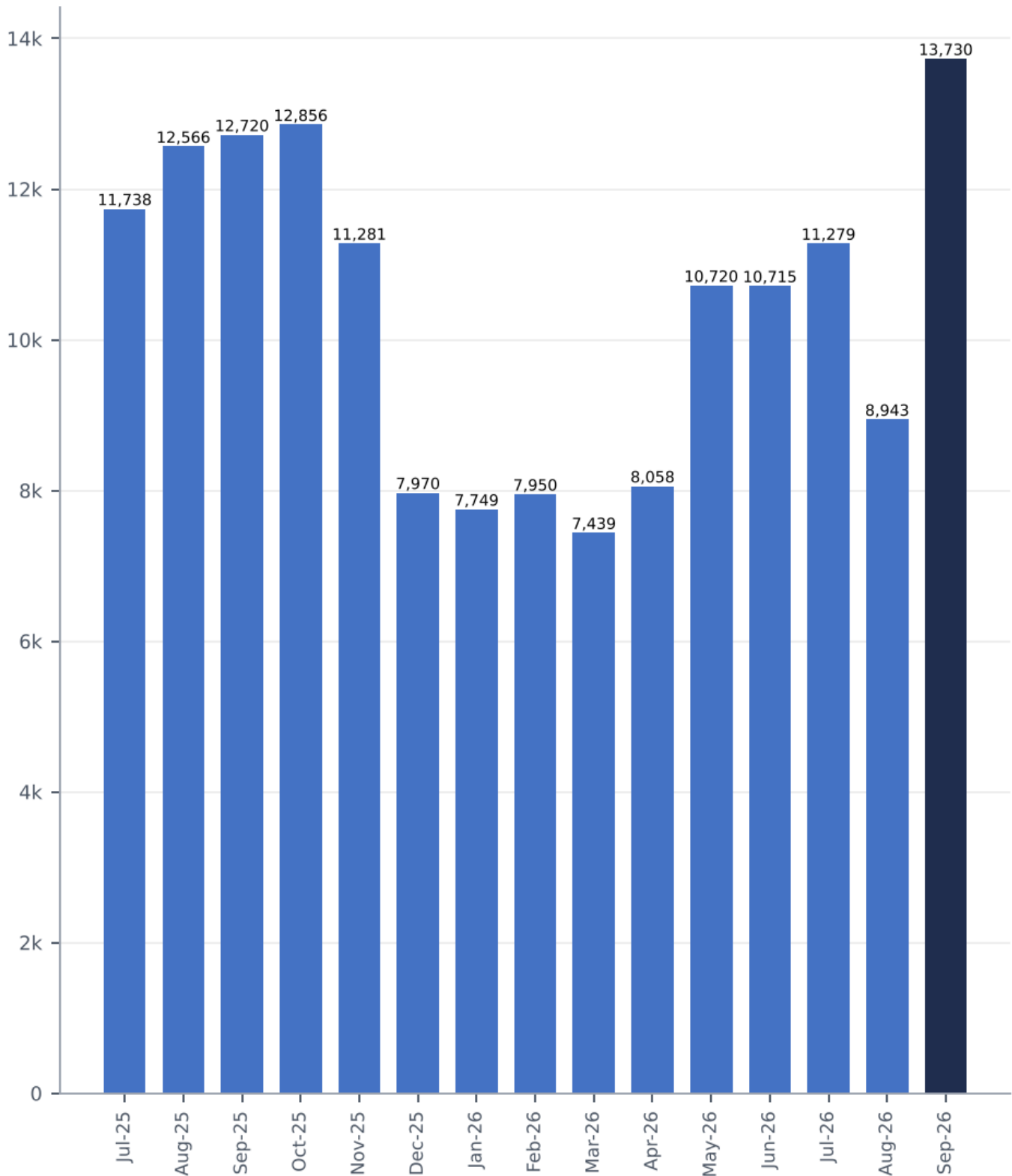


KAT RIDERSHIP CHARTS

Route 15 — Woodland Crosstown

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



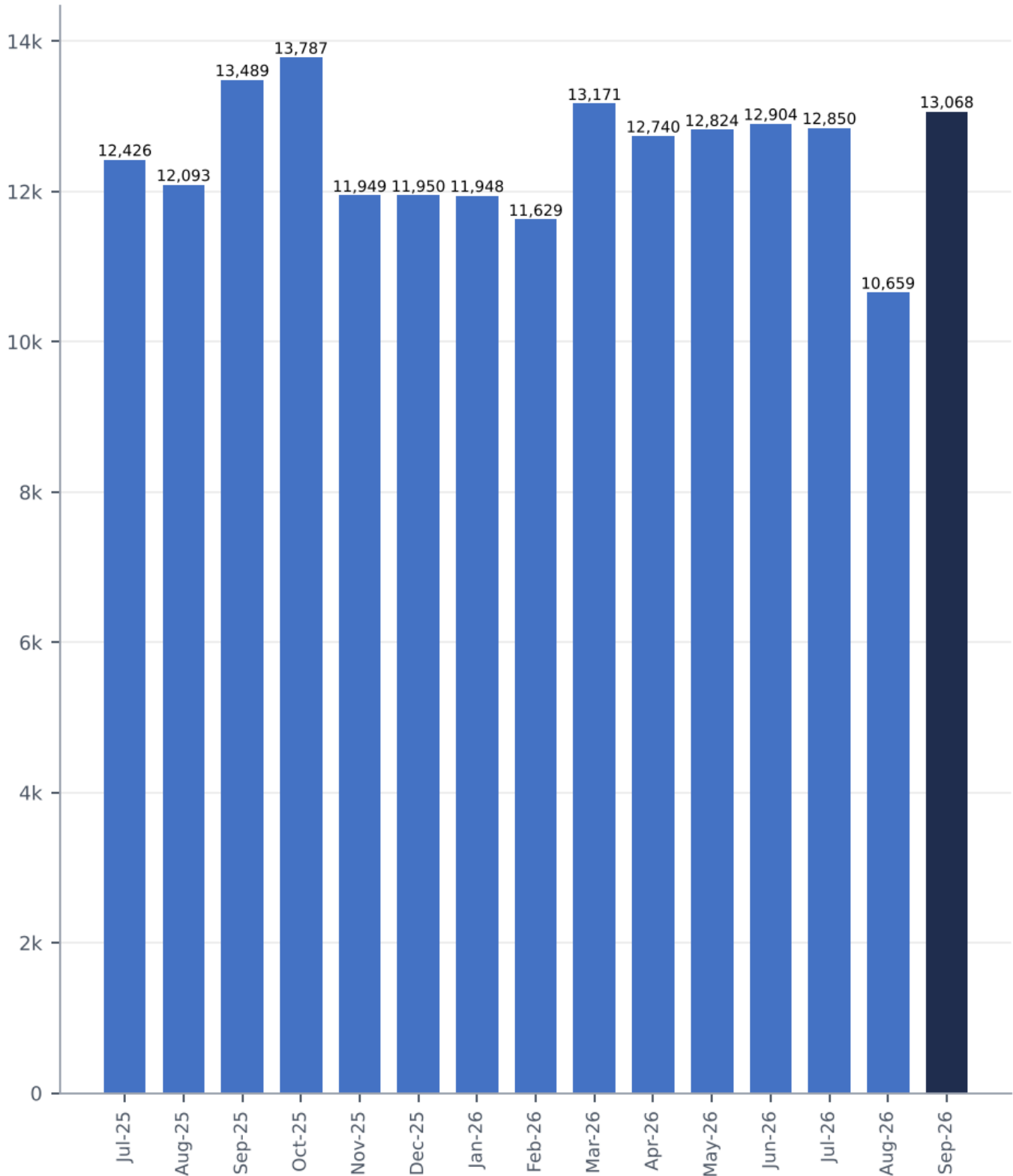


KAT RIDERSHIP CHARTS

Route 16 — Cedar Bluff

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



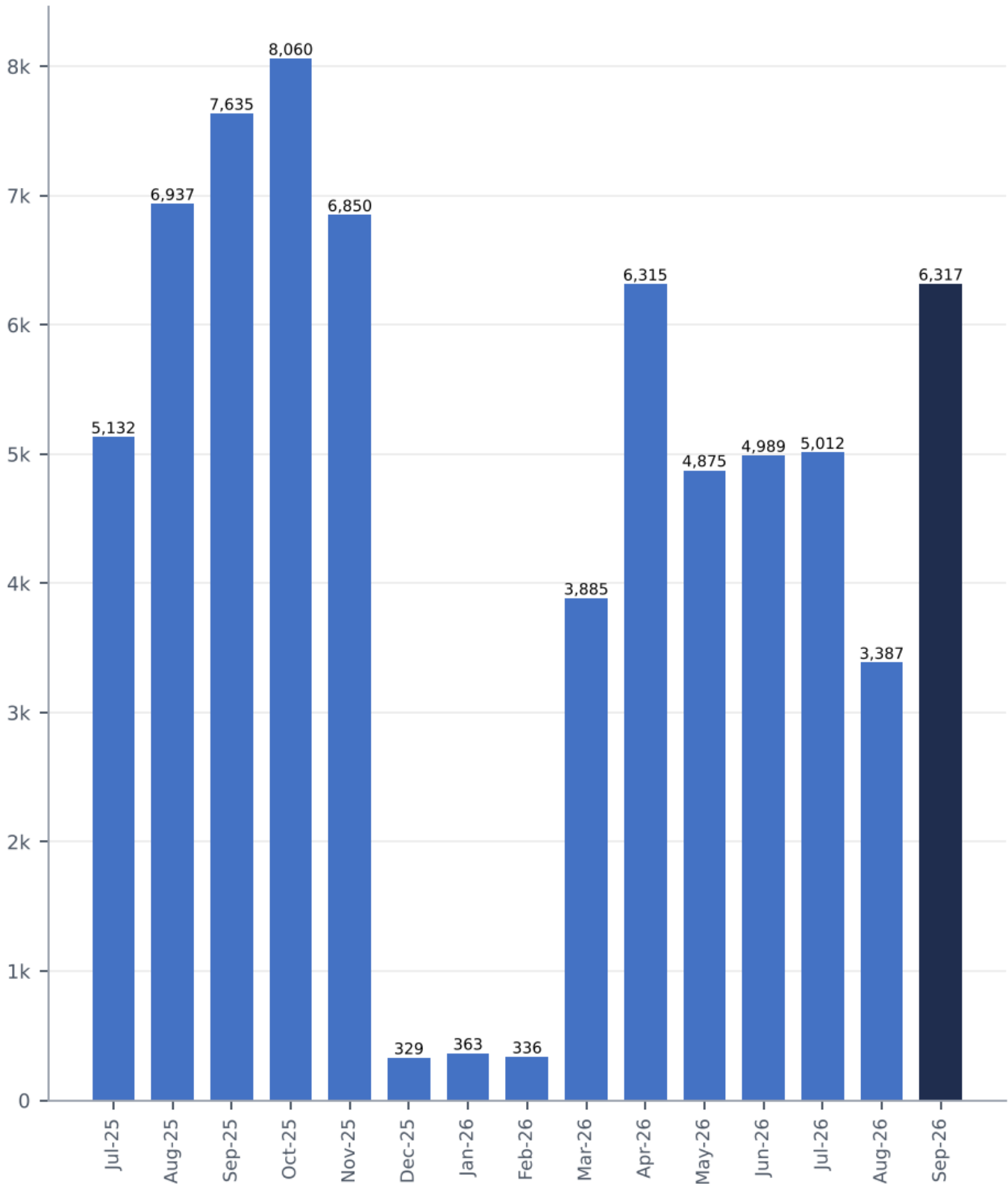


KAT RIDERSHIP CHARTS

Route 17 — Sutherland/Bearden

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



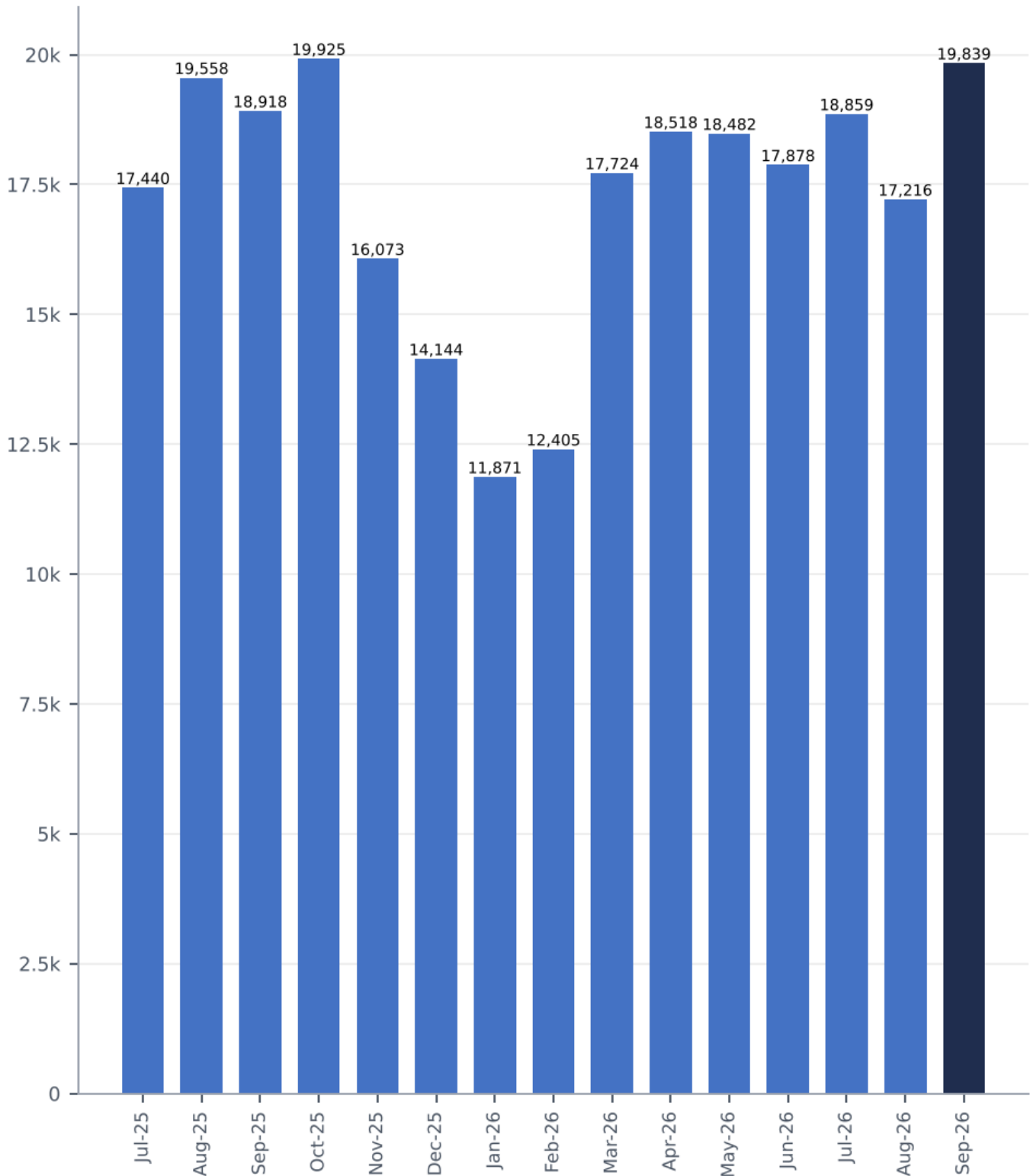


KAT RIDERSHIP CHARTS

Route 20 — Central Street

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



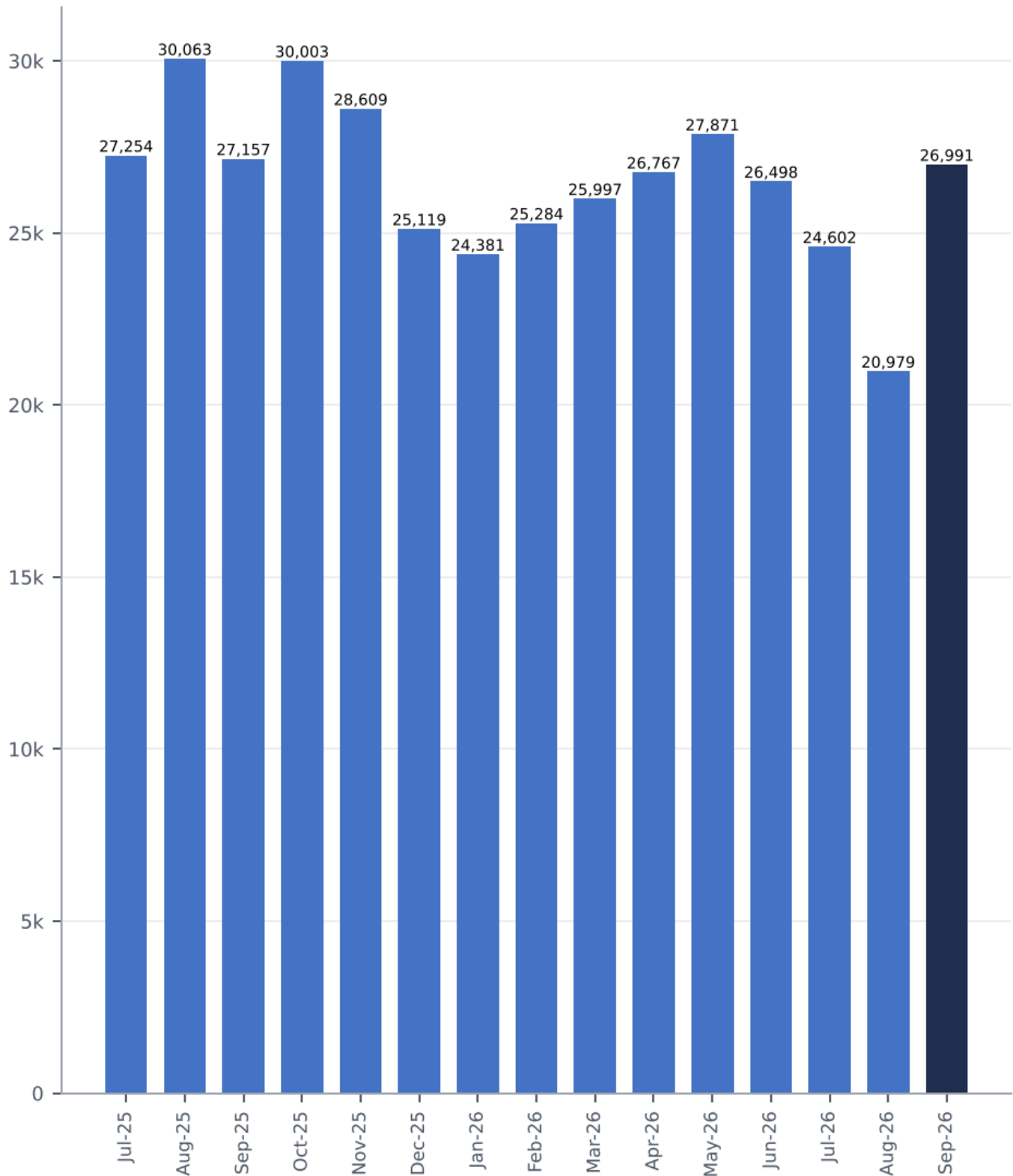


KAT RIDERSHIP CHARTS

Route 22 — Broadway

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



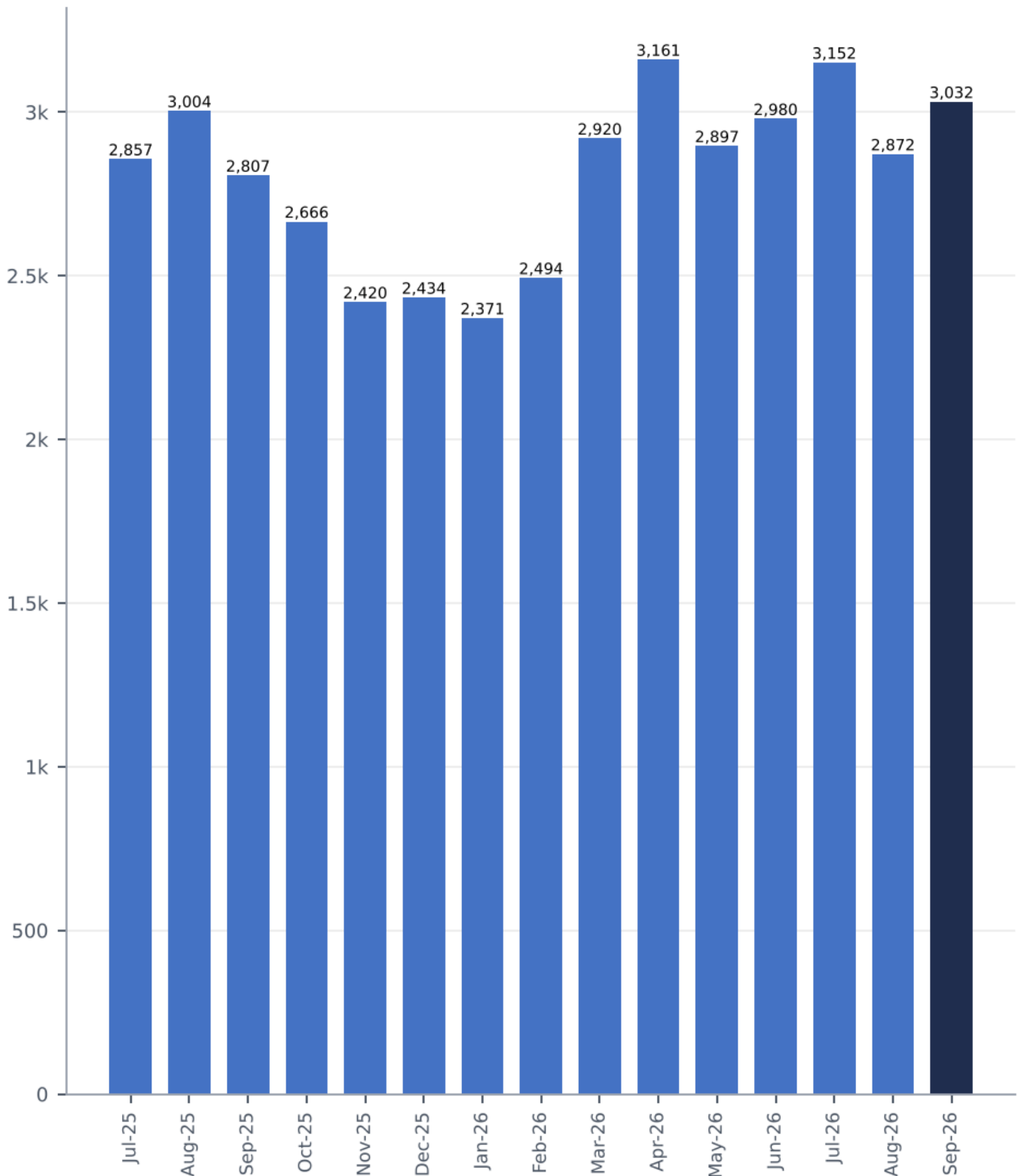


KAT RIDERSHIP CHARTS

Route 23 — Millertown

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



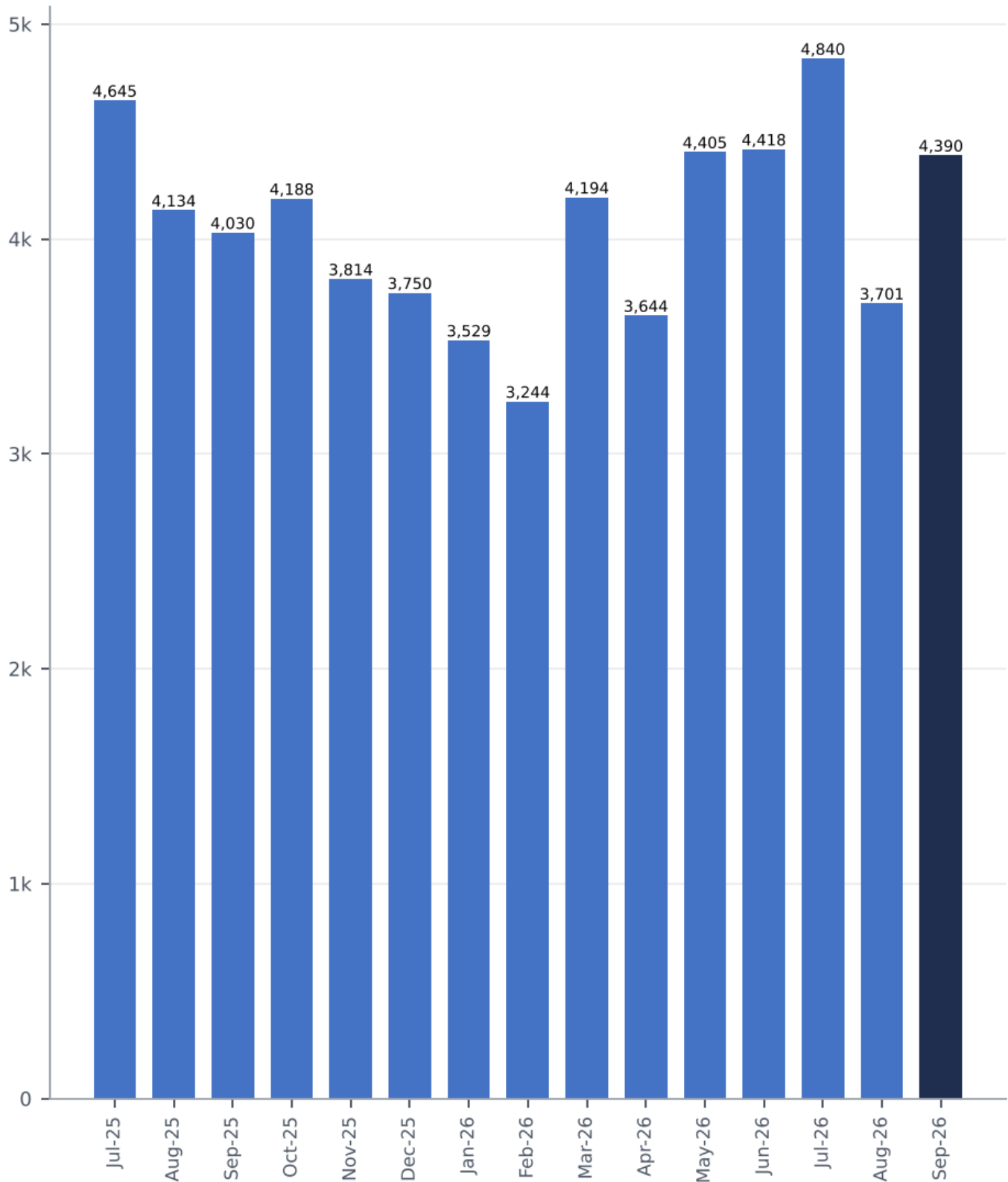


KAT RIDERSHIP CHARTS

Route 24 — Inskip/Breda

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



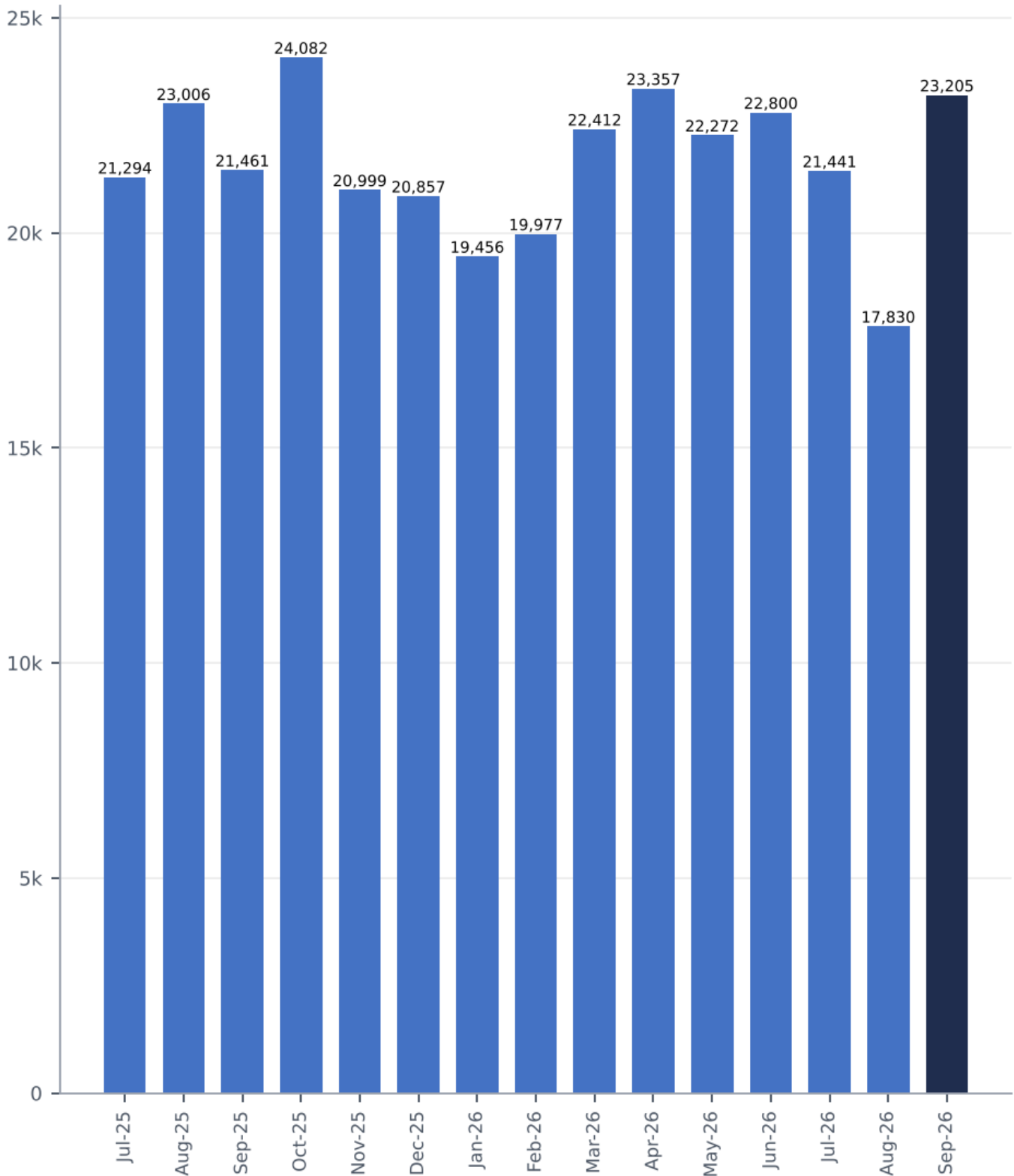


KAT RIDERSHIP CHARTS

Route 31 — Magnolia Ave

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



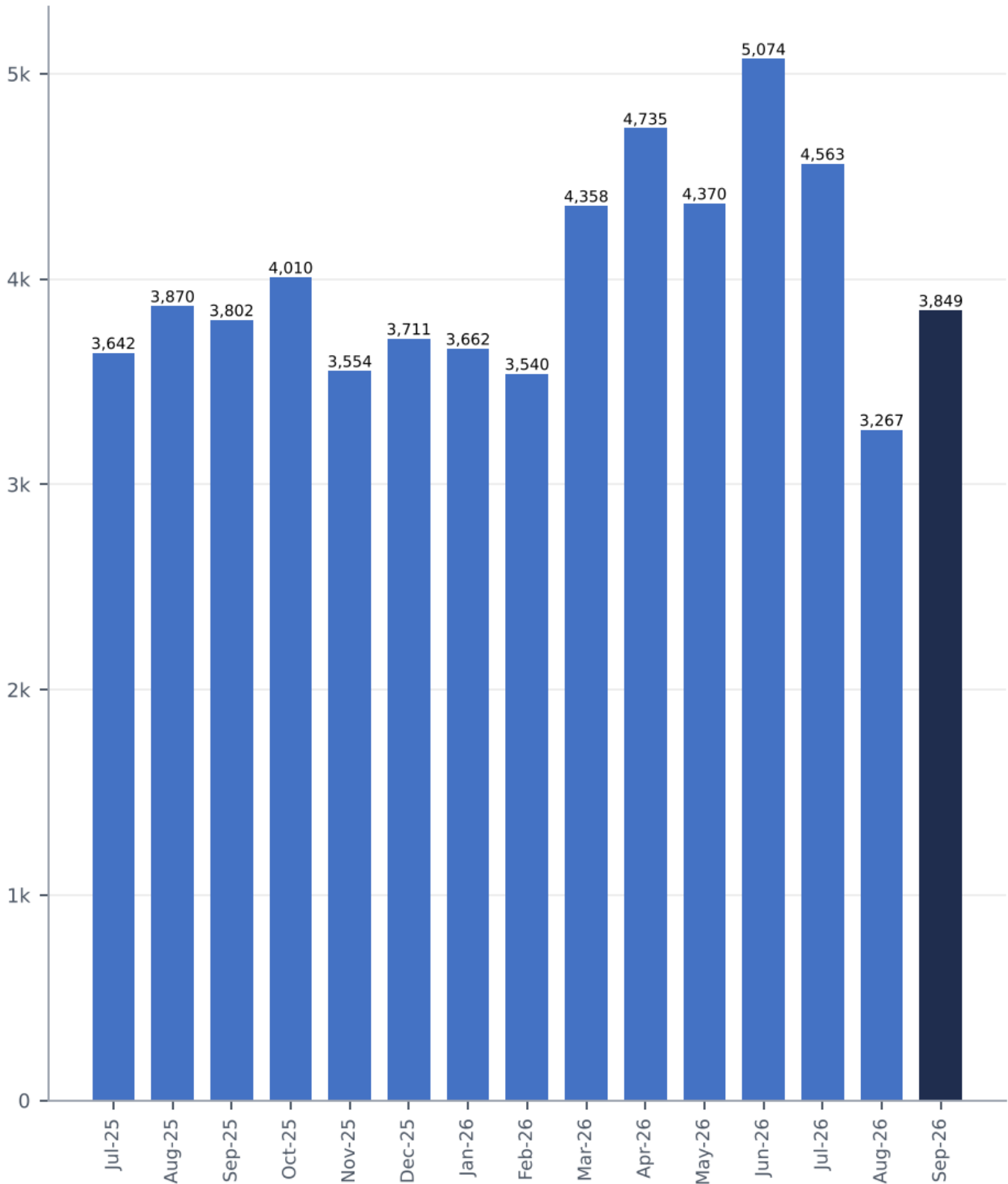


KAT RIDERSHIP CHARTS

Route 32 — Dandridge Ave

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



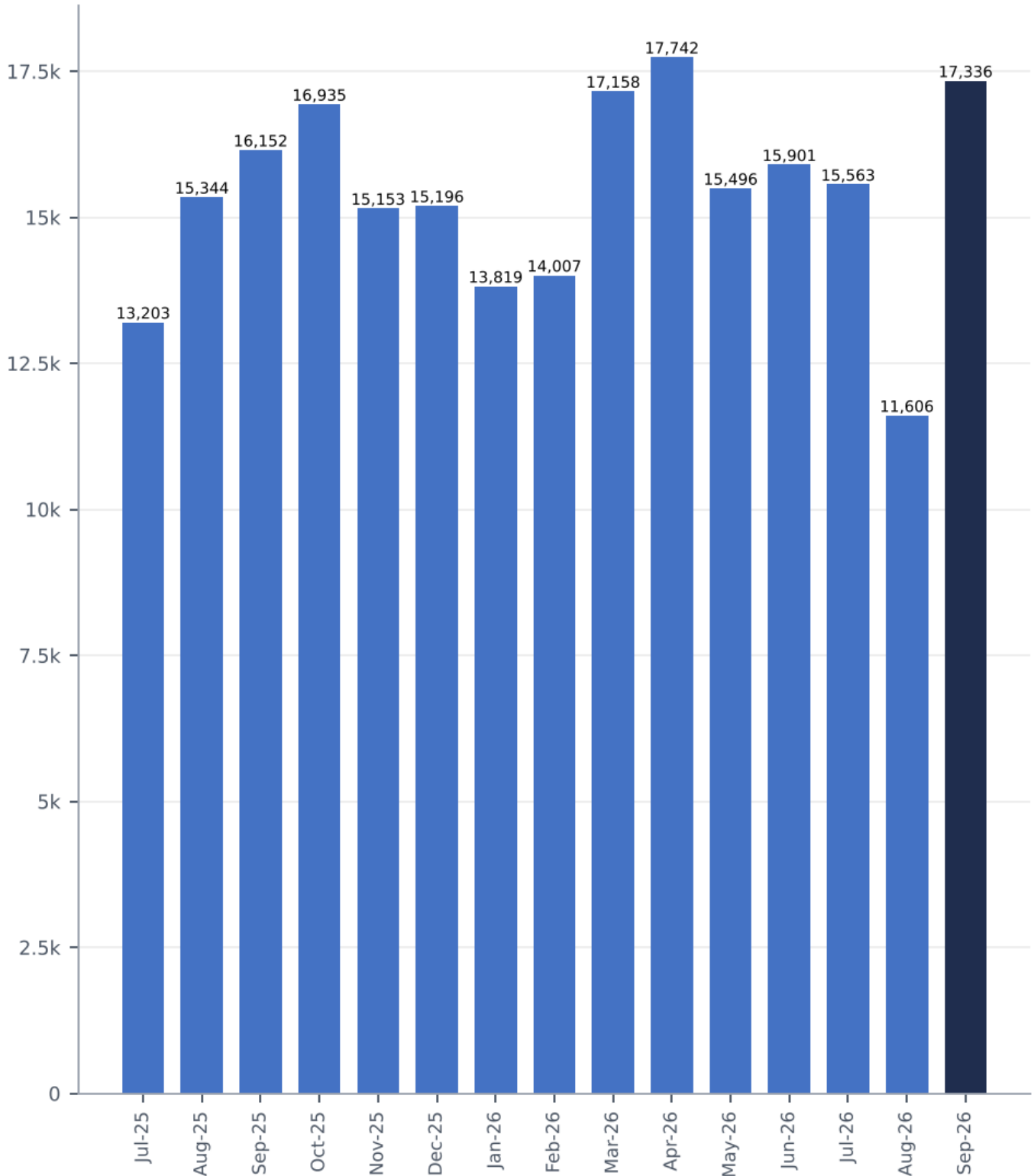


KAT RIDERSHIP CHARTS

Route 34 — Burlington

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



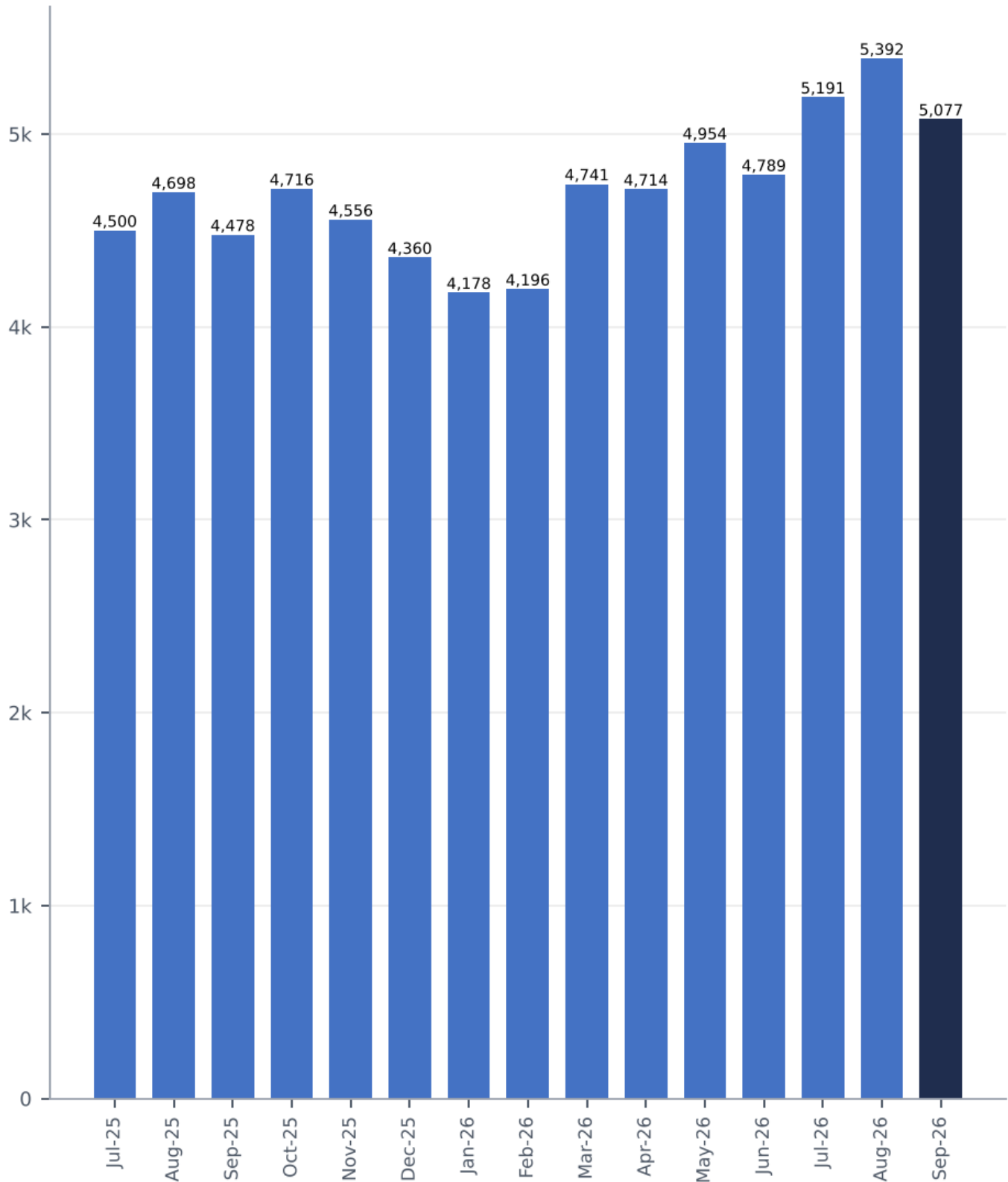


KAT RIDERSHIP CHARTS

Route 37 — Morningside/Riverside

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



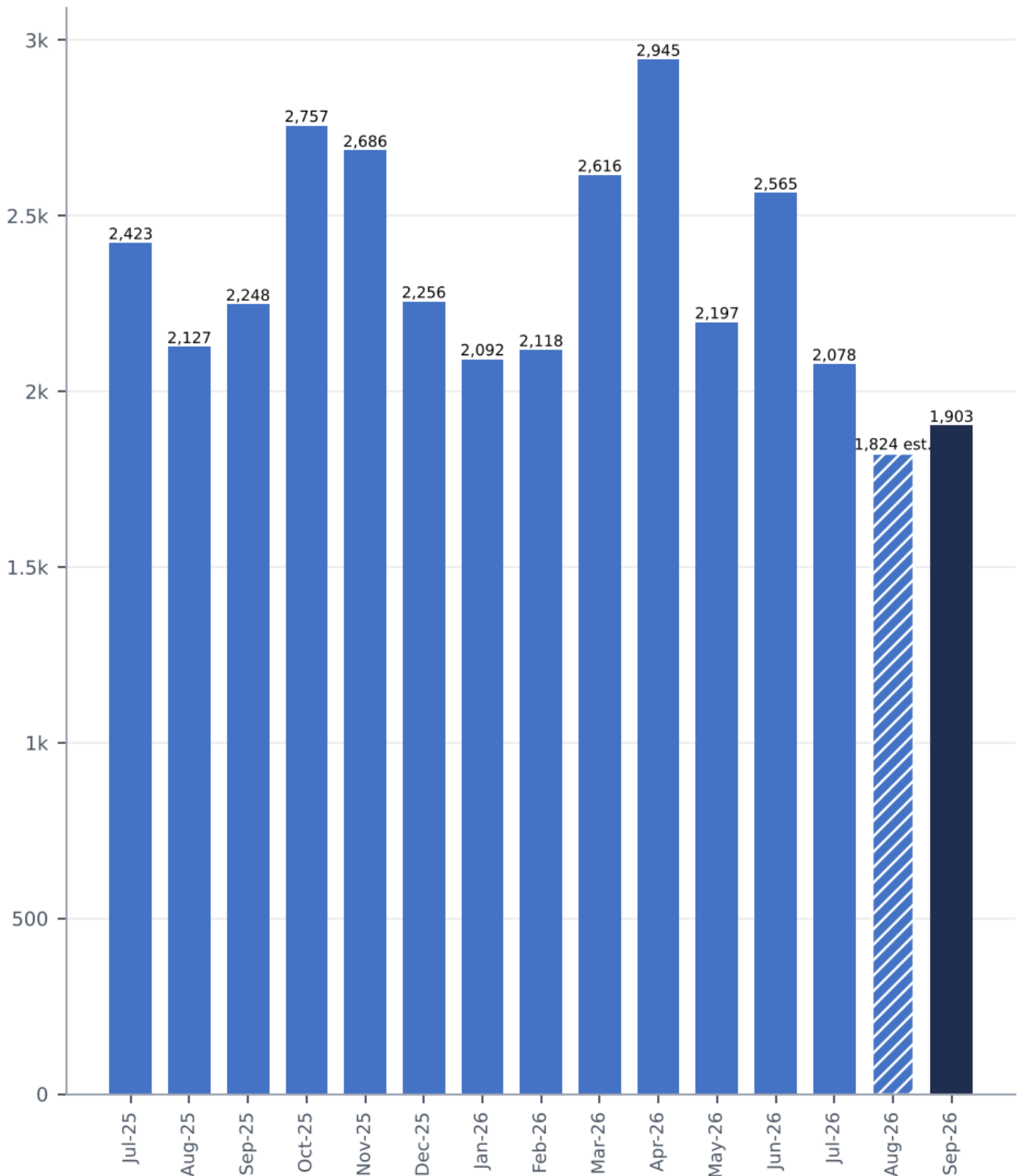


KAT RIDERSHIP CHARTS

Route 40 — South Knoxville

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



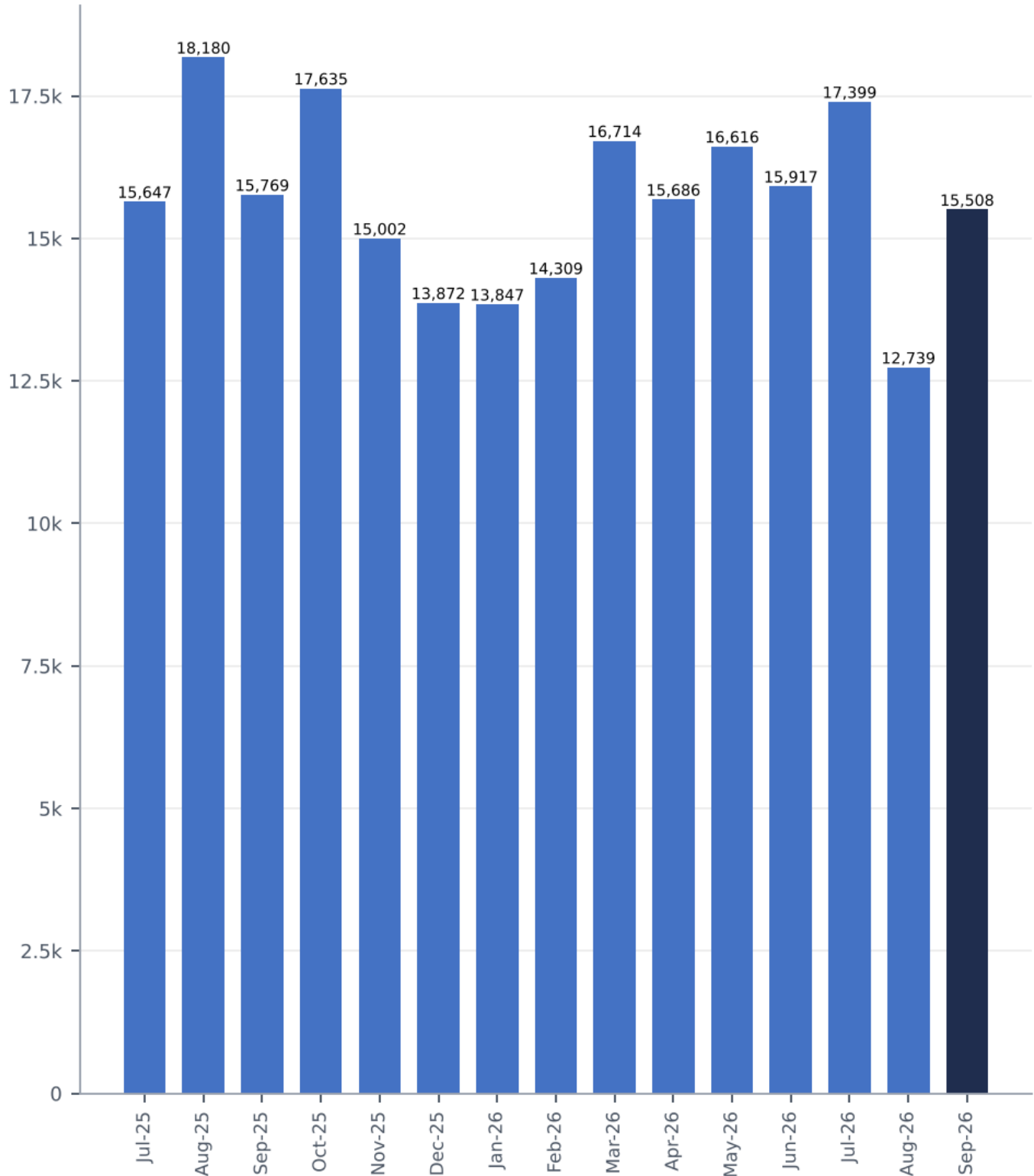


KAT RIDERSHIP CHARTS

Route 41 — Chapman Hwy

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



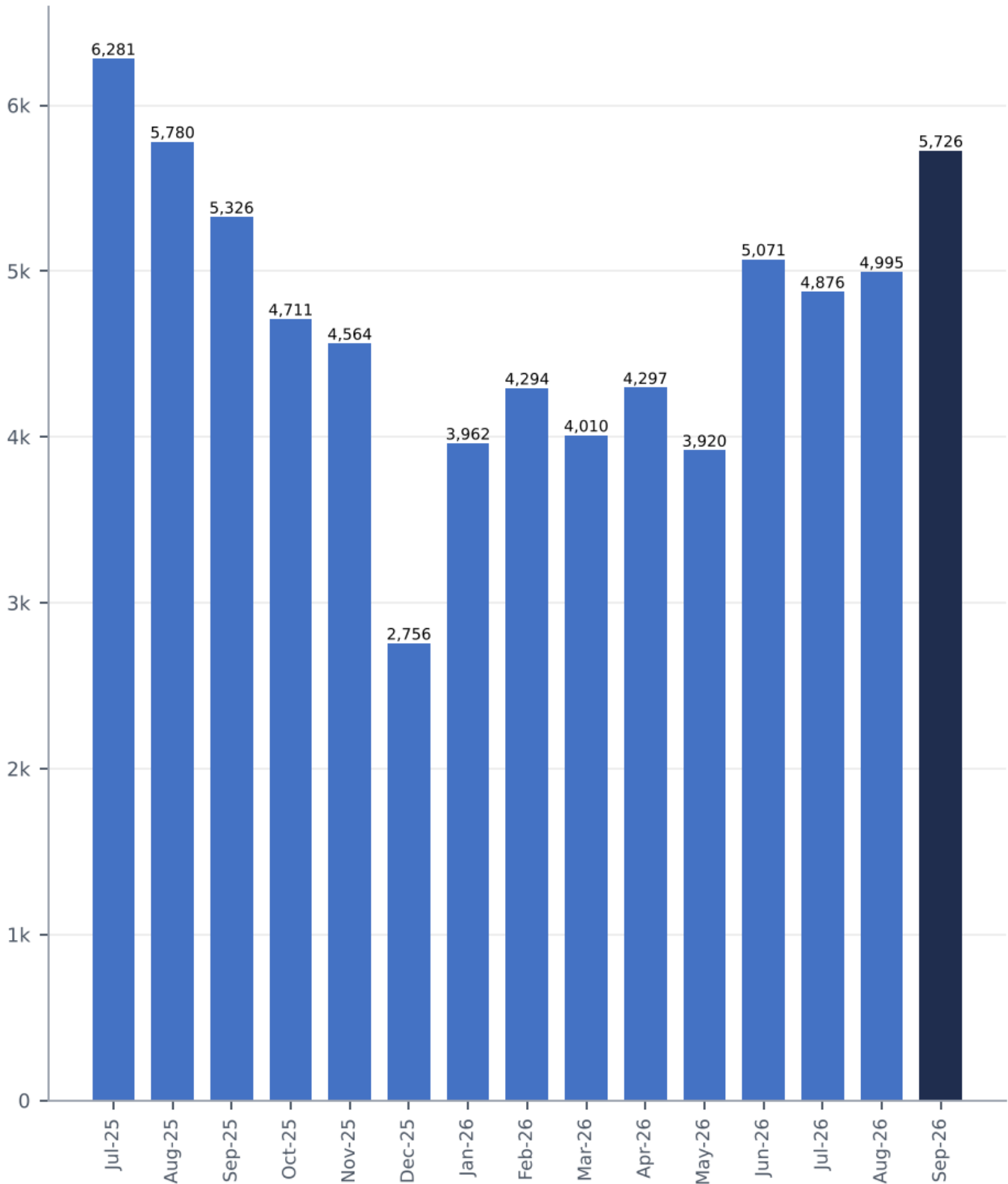


KAT RIDERSHIP CHARTS

Route 42 — Ft Sanders/UT

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



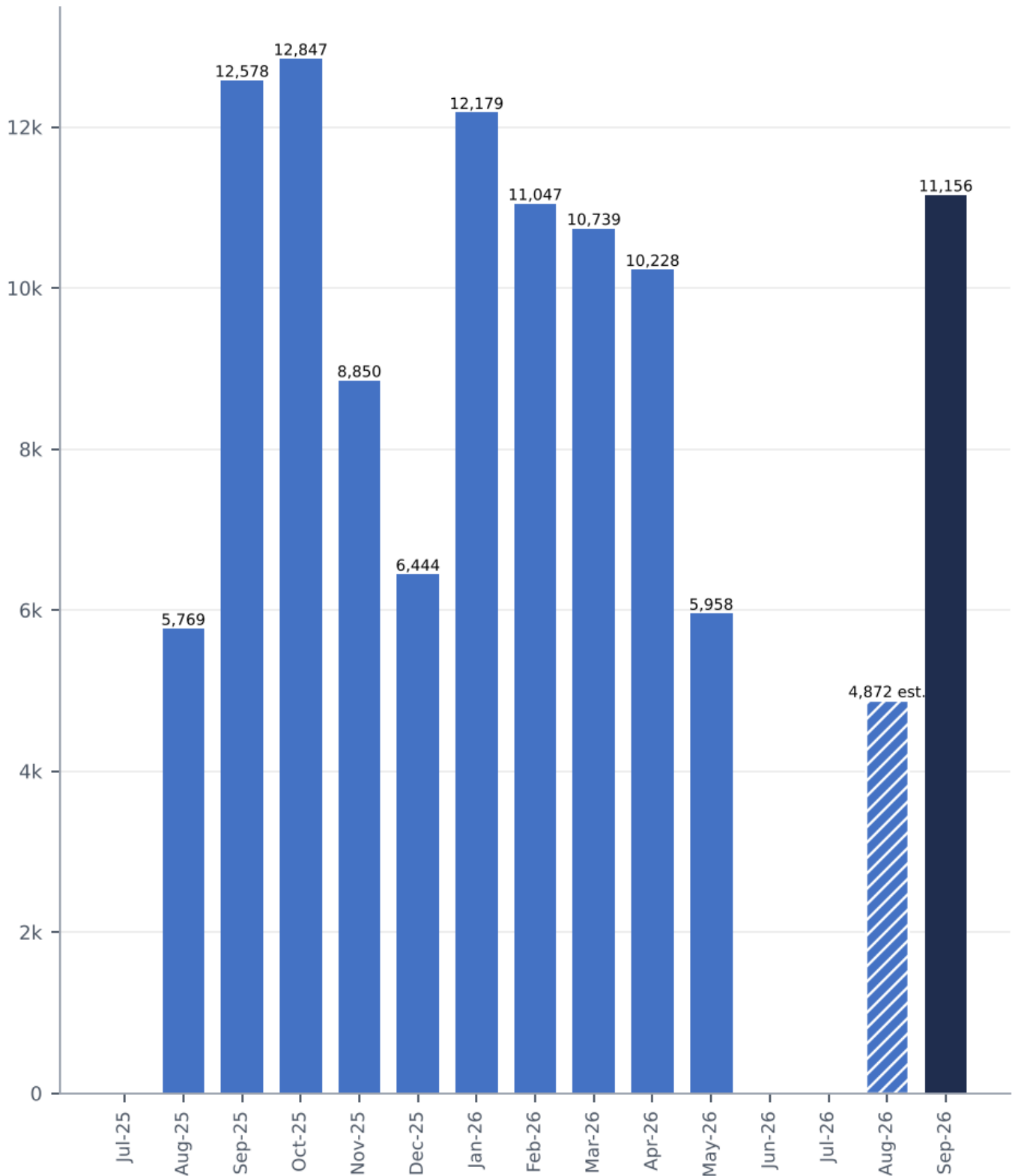


KAT RIDERSHIP CHARTS

Route 44 — University Park

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)



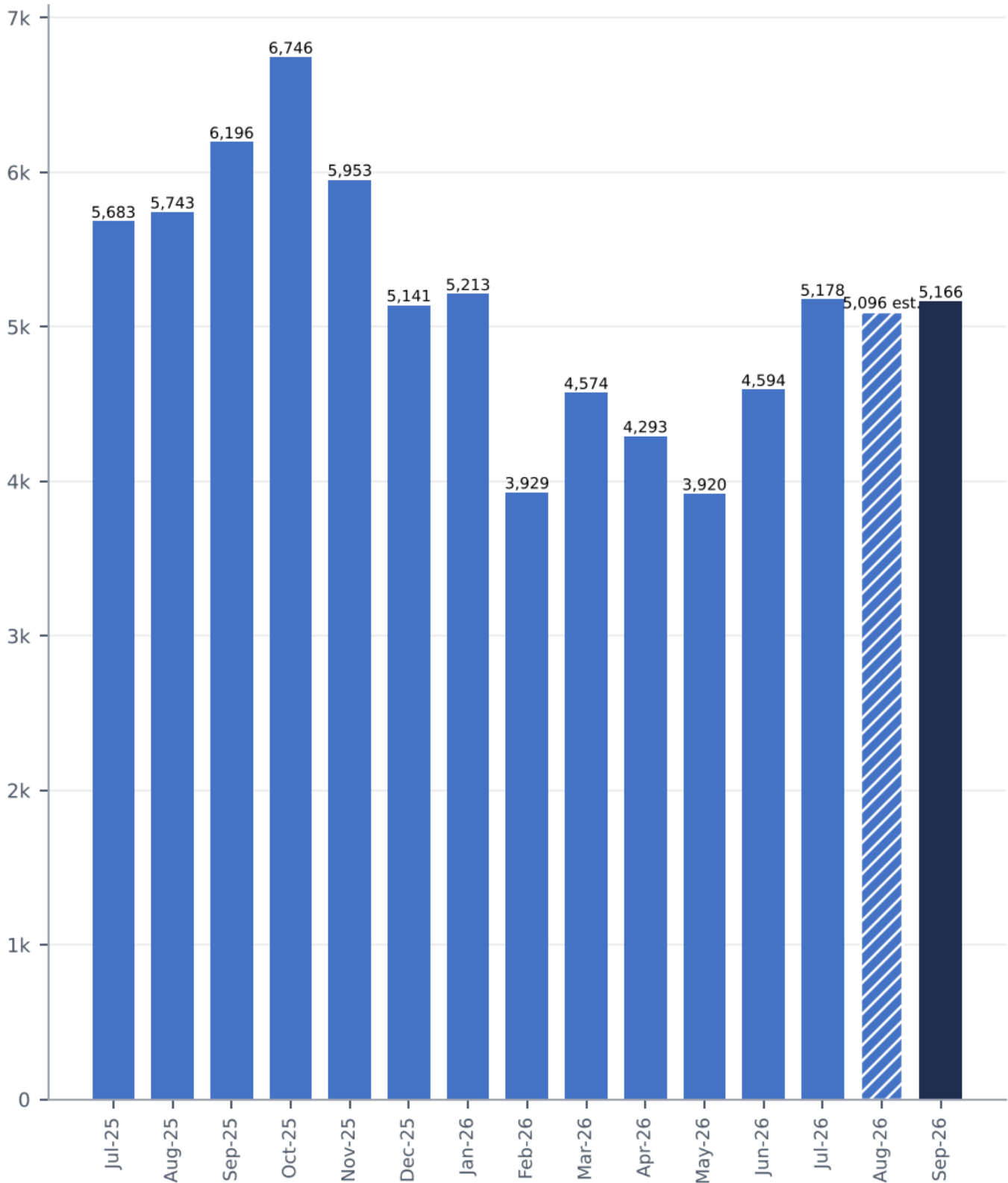


KAT RIDERSHIP CHARTS

Route 45 — Vestal

Monthly Ridership · July 2025 to September, 2026

Dark blue = September, 2026 (most recent month)





KAT RIDERSHIP_APC

September 2025



ROUTE #	ROUTE NAME	FY26	FY25	% CHANGE	YTD/FY26	YTD/FY25	% CHANGE
1	Downtown Connector	6,459	10,781	-40.1%	18,339	13,629	34.6%
10	Sequoyah Hills	656	521	25.9%	1,623	631	157.2%
11	Kingston Pike	28,753	29,894	-3.8%	82,474	85,395	-3.4%
12	Western Ave	10,839	10,850	-0.1%	32,004	46,528	-31.2%
13	Beaumont	-	-	0.0%	-	3,809	-100.0%
15	Woodland Crosstown	12,720	11,985	6.1%	37,024	14,618	153.3%
16	Cedar Bluff Connector	13,489	13,013	3.7%	38,008	23,074	64.7%
17	Sutherland/Bearden	7,635	7,626	0.1%	19,704	28,317	-30.4%
20	Central Ave/Clinton Hwy	18,918	19,414	-2.6%	55,916	47,898	16.7%
21	Lincoln Park	-	-	0.0%	-	6,692	-100.0%
22	Broadway	27,157	30,160	-10.0%	84,474	90,722	-6.9%
23	Millertown	2,807	2,448	14.7%	8,668	13,851	-37.4%
24	Inskip/Breda Rd	4,030	4,973	-19.0%	12,809	12,531	2.2%
30	Parkridge	-	-	0.0%	-	6,594	-100.0%
31	Magnolia Ave.	21,461	28,286	-24.1%	65,761	76,393	-13.9%
32	Dandridge	3,802	4,028	-5.6%	11,314	17,141	-34.0%
33	M.L.K.	-	-	0.0%	-	9,017	-100.0%
34	Burlington	16,152	12,876	25.4%	44,699	32,906	35.8%
37	Morningside/Riverside	4,478	5,175	-13.5%	13,676	6,556	108.6%
40	South Knoxville	2,248	4,015	-44.0%	6,798	11,286	-39.8%
41	Chapman Hwy	15,769	18,331	-14.0%	49,596	55,422	-10.5%
42	UT/Ft Sanders Hospitals	5,326	6,706	-20.6%	17,387	21,130	-17.7%
44	University Park	12,578	13,745	-8.5%	18,347	31,552	-41.9%
45	Vestal	6,196	5,931	4.5%	17,622	16,304	8.1%
90	Crosstown	-	-	0.0%	-	15,926	-100.0%
	Other	-	-	0.0%	-	-	0.0%
SUBTOTAL		221,473	240,758	-8.0%	636,243	687,922	-7.5%
82	Orange Line Trolley	-	-	0.0%	-	12,543	-100.0%
84	Green Line Trolley	-	-	0.0%	-	15,801	-100.0%
86	Blue Line Trolley	-	-	0.0%	-	37,053	-100.0%
SUBTOTAL		-	-	0.0%	-	65,397	-100.0%
TOTAL PASSENGERS WITH TROLLEYS					636,243	753,319	-15.5%
LIFT SERVICE					20,106	18,819	6.8%
KAT CONNECT					19	5	280.0%
TOTAL SCHEDULED SERVICES					656,349	772,138	-15.0%
TOTAL CHARTER SERVICES					32,634	7,657	326.2%
GRAND TOTAL ALL KAT SERVICES					688,983	779,795	-11.6%

SEPTEMBER 2026

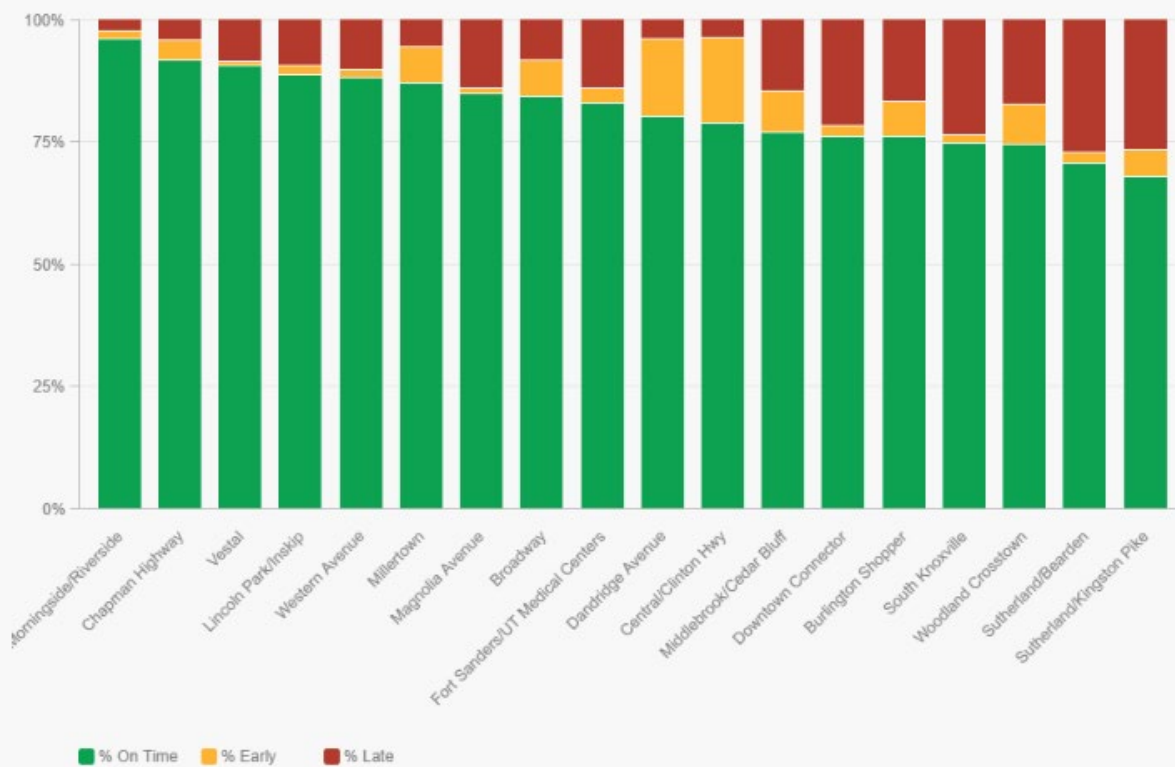
ON-TIME PERFORMANCE

Route Performance

ON TIME: 80.5%

EARLY: 5.6%

LATE: 13.9%





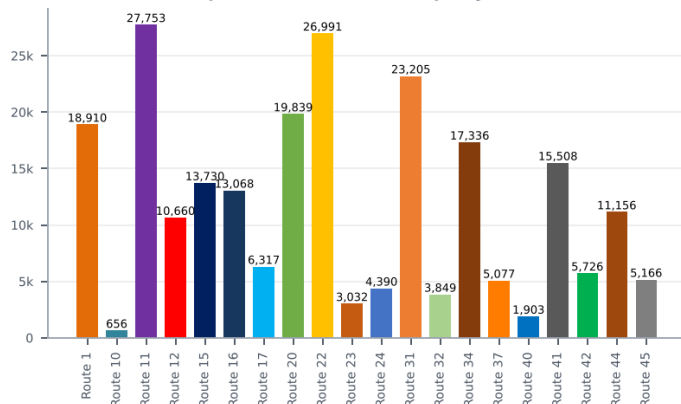
KNOXVILLE AREA TRANSIT — FY27 ROUTE RIDERSHIP

July 2026 — September, 2026 · Prepared by U. Tennessee, Planning Manager

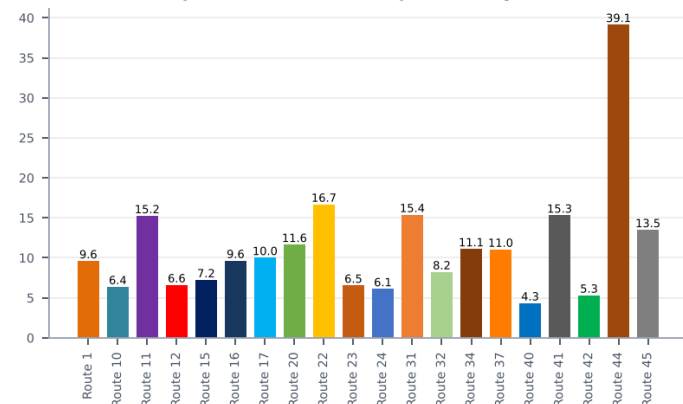
Route	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Annual
1 - Downtown Connector	13,008	13,125	18,910										45,043
10 - Sequoyah Hills	408	541	656										1,605
11 - Kingston Pike	23,767	17,393	27,753										68,913
12 - Western Ave	10,303	10,164	10,660										31,127
15 - Woodland Crosstown	11,279	8,943	13,730										33,952
16 - Cedar Bluff	12,850	10,659	13,068										36,577
17 - Sutherland/Bearden	5,012	3,387	6,317										14,716
20 - Central Street	18,859	17,216	19,839										55,914
22 - Broadway	24,602	20,979	26,991										72,572
23 - Millertown	3,152	2,872	3,032										9,056
24 - Inskip/Breda	4,840	3,701	4,390										12,931
31 - Magnolia Ave	21,441	17,830	23,205										62,476
32 - Dandridge Ave	4,563	3,267	3,849										11,679
34 - Burlington	15,563	11,606	17,336										44,505
37 - Morningside/Riverside	5,191	5,392	5,077										15,660
40 - South Knoxville	2,078	1,824	1,903										5,805
41 - Chapman Hwy	17,399	12,739	15,508										45,646
42 - Ft Sanders/UT	4,876	4,995	5,726										15,597
44 - University Park	0	4,872	11,156										16,028
45 - Vestal	5,178	5,096	5,166										15,440
TOTAL	204,369	176,601	234,272										615,242

Shaded = staff estimate (no passenger-counter data); included in totals

September, 2026 Total Trips by Route



September, 2026 Riders per Hour by Route





MONTHLY RIDERSHIP
SEPTEMBER REPORT FY2026

Month	Booked Trips	Completed Trips	No-Show/Cancel	Unique Riders	Connected w/ Route 12	Connected w/ Route 20	Ineligible Trip Requests	On-Time Performance
July	23	11	12	2	5	6	0	100.00%
August	25	14	11	2	6	8	0	100.00%
September	2	0	2	1	0	2	0	100.00%