Knoxville Transportation Authority

Meeting Date: Thursday, November 19th, 2026

kat
KNOXVILLE AREA TRANSIT

Monthly Report
October 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, November 19th, 2026

City-County Building, Main Assembly Room

I. Determination of Quorum

II. Approval of Minutes – September and October

III. Reports
   a. KTA Chair
   b. Commissioner's Comments
   c. Staff
      i. City of Knoxville Director of Transit
         1. Update on Long-Term Detours
      ii. TPO Transit Planner

IV. New Business
   a. No New Business

V. Old Business

VI. Public Comments

VII. Set the next meeting for December 17th, 2026 & Adjourn

I. Determination of Quorum

Chair Durham called the meeting to order and requested confirmation of a quorum.

John Lawhorn reported there were not enough members present so Quorum was not met.

II. Approval of Minutes

Minutes for September could not be approved due to no Quorum.

III. Reports

KTA Chair

Chair Durham announced a new initiative developed in collaboration with Isaac Thorne to make transit more appealing and to increase ridership. He had spoken with four city council members and Visit Knoxville, and each had provided a letter of support. Conversations were ongoing, but the outlook was positive. He noted that increased frequency was the ideal way to grow ridership, but that removing friction from payment, as had been seen with the Downtown Connector, could also help. Although KAT fares were low, he believed it was worth giving people the opportunity to try the bus system without worrying about navigating the app or carrying money.

Chair Durham and Mr. Thorne were developing a pilot program for the following year in which the entire system would be free, all day, on the first Friday of each month from January through June. The pilot would be tied to First Friday events downtown, since all routes serve Knoxville Station, to test whether free service drew people downtown and increased ridership along routes that did not reach downtown. Because the pilot covered only six days and fares were already low, Chair Durham stated that it would cost KAT very little. He described it to invite "bus curious" residents to try the system. He stated that the pilot was not yet official and that questions were to be directed to Mr. Thorne. Chair Durham hoped that a resolution would be adopted in November or December so that the pilot could begin on the first Friday in January. He thanked Mr. Thorne for his help, called the idea "low-hanging fruit," and commended the willingness of those involved to pursue creative solutions to increase transit ridership. He added that he had other, longer-term initiatives in progress.

Commissioner Comments

Commissioner Miller followed up on questions raised at the previous month's meeting by a public speaker, who had since contacted her directly. The first question concerned a bus stop, which staff was already addressing. The second asked who was responsible for a stop on the University of Tennessee (UT) campus along Cumberland Avenue, near 16th Street, which had been removed during road work and never replaced.

Quinton McCroskey explained that the shelter had been installed through a partnership with UT, like another shelter farther down the street, and that it was removed when construction began on a nearby building. Because no current KAT route used that corner, he did not believe it was a candidate for reinstallation. The speaker had asked that KAT consider another location along the route; Mr. McCroskey stated that this would require a partnership with UT, because a new stop would be on UT property and UT would need to grant the right-of-way. Commissioner Miller thanked staff for the context, noting that the matter was outside the commission's purview.

Commissioner Taylor reported that she had been conducting outreach in senior communities to discuss transportation and gather concerns. She asked to arrange for a KAT representative to visit these communities, noting that attending meetings or watching them on television might not be sufficient for residents. She wished to coordinate visits so that seniors could voice their concerns and receive solutions, including guidance on riding specific routes.

Mr. Thorne agreed and described a plan to schedule visits to these locations to provide training on the fixed route system and on the Lift program, and to answer questions about bus stops and route selection. He stated that the sessions would be arranged through KAT's marketing team.

Staff Reports

Isaac Thorne Mr. Thorne reported that concrete repair work was needed on the platform, which spans James White Parkway and had developed separations. The need had existed for about 18 months, and a contractor had finally been secured, working with PBA. The work required closing the platform and relocating buses to Church Street, and possibly Howard Baker, beginning at 6 p.m. on Friday, October 30, and continuing through the weekend. Service would resume Monday, after what he called a Halloween break. KAT planned to inform passengers in advance through social media and signage on the platform and had scheduled the work for a weekend without a UT football game.

Mr. Thorne also reported a slight increase in fixed route ridership for September. Ridership remained below the previous year's levels, but staff were working with the vendor to resolve a gap in the data collected by the automatic passenger counters (APCs). Commissioner Miller asked whether the gap explained a dip in the ridership charts, and Mr. Thorne confirmed that it

did. He added that ridership would typically be rising at that time of year, especially with high gas prices. Staff and the vendor were working to correct the issue.

Chair Durham complimented the redesigned ridership charts, noting that the color coding made them much easier to understand. He asked why one route's chart appeared in red, and staff explained that the color indicated that current ridership was lower than in the previous month. Mr. Thorne credited Umar and his team for the reports.

Isaac Thorne: In response to Chair Durham's questions, he confirmed that the closure would affect only the weekend of October 30. Plans for the closure were still being finalized, because KAT had been notified only that day that the work would proceed. Staff planned to have a strong presence of supervisors and training staff to direct passengers. Chair Durham asked whether Church Street could be restricted to buses only. Mr. Thorne stated that staff had discussed removing parking on both sides of the street and making it bus-only, but that pedestrian crossings were a concern. Using Howard Baker would require passengers to cross Hall of Fame, so both options presented challenges. He said that staff would consult city engineering about closing Church Street to cars, which would make transfers much easier. He added that information would be shared on the televisions at Knoxville Station, on A-frame signs on the platform, on the buses, and on social media. He noted that Saturday ridership is typically about half of weekday ridership and Sunday ridership about half of Saturday's, making the weekend the best time for the work, although some riders would still be affected. Chair Durham commended staff for their efforts.

TPO Transit Planner

TPO Transit Planner Doug Burton reported that round two of public involvement for What's Next Knoxville, the City of Knoxville's 25-year comprehensive land use plan, would continue through November 22. He explained that the way the city grows affects transit service, as well as walking, biking, and safety, and that safer travel options encourage greater transit use. He encouraged the public to visit whatsnextknoxville.com to review concepts, complete surveys, and participate.

Chair Durham added that it was imperative to grow the city along its main corridors by increasing density. He explained that more riders in the densest parts of the city is how transit can be improved for residents of less dense areas without adding a large tax burden. More housing on corridors such as Broadway and Magnolia would create walkable corridors, feed the transit system, and grow the tax base, with the eventual goal of 10-minute bus service on every route.

New Business

No new business to discuss

Old Business

No old business to discuss.

Public Comments

Elliot Lloyd, 708 Morgan Street

Elliot Lloyd spoke in support of the Free First Friday pilot. They explained that, as a UT student, they had begun using transit because it was free, and that they relied on it entirely after their car went into the shop. They stated that the consistency of access through an institution was a major factor in their switch to public transit, and they encouraged KAT to pursue similar partnerships with major employers, which would benefit employers, employees, and the community. They cited complaints about parking near Axle and noted that Central has a bus line.

They also called for better access to information. They stated that stops lacked maps and schedules, that texting a phone number was unclear to many riders, and that the Transit app required a connected cell phone. They recommended placing system maps on buses and maps and schedules at stops, including a list of the nearest timepoint and its expected times, to help those least able to use technology.

They shared findings from UT's Office of Sustainability that they work in for the Week Without Driving. Respondents rated the factors that would make them more likely to use transit in the following order: frequency (at least every 15 minutes), shade, seating, information access, and shelter. They noted that demand for shade was significantly higher than demand for shelter.

Set the Next Meeting and Adjourn

Chair Durham thanked Elliot Lloyd and, with no further public comment, set the next meeting for November 19.

Respectfully Submitted,
Sara F. May
KTA Recording Secretary

KNOXVILLE AREA TRANSIT

ROUTE PERFORMANCE REPORT - October, 2026

ROUTE NUMBER	ROUTE NAME	RIDERSHIP	% of Ridership	MILES	% of Miles	HOURS	% of Hours	Passg/ Mile	Passg/ Hour
1	Downtown Connector	16,137	6.3%	10,534	4.0%	2,086	8.4%	1.53	7.74
10	Sequoyah Hills (est.)	748	0.3%	1,027	0.4%	108	0.4%	0.73	6.93
11	Kingston Pike	28,613	11.1%	21,544	8.3%	1,942	7.9%	1.33	14.73
12	Western Avenue	11,320	4.4%	16,014	6.1%	1,635	6.6%	0.71	6.92
15	Woodland Crosstown	15,971	6.2%	21,870	8.4%	2,000	8.1%	0.73	7.99
16	Cedar Bluff Connector	12,118	4.7%	13,173	5.0%	1,171	4.7%	0.92	10.35
17	Sutherland/Bearden	7,395	2.9%	6,595	2.5%	668	2.7%	1.12	11.07
20	Central Street	20,444	7.9%	20,321	7.8%	1,794	7.3%	1.01	11.40
22	Broadway	28,558	11.1%	14,551	5.6%	1,721	7.0%	1.96	16.59
23	Millertown	3,112	1.2%	5,692	2.2%	500	2.0%	0.55	6.22
24	Inskip/Breda	3,264	1.3%	7,377	2.8%	737	3.0%	0.44	4.43
31	Magnolia Avenue	24,682	9.6%	15,500	5.9%	1,558	6.3%	1.59	15.84
32	Dandridge Avenue	4,182	1.6%	4,813	1.8%	505	2.0%	0.87	8.28
34	Burlington	19,207	7.5%	17,871	6.8%	1,643	6.7%	1.07	11.69
37	Morningside/Riverside	5,566	2.2%	3,312	1.3%	496	2.0%	1.68	11.22
40	South Knoxville	2,223	0.9%	4,914	1.9%	388	1.6%	0.45	5.73
41	Chapman Highway (est.)	17,343	6.7%	16,808	6.4%	1,055	4.3%	1.03	16.44
42	Fort Sanders/UT Medical Centers	6,002	2.3%	5,443	2.1%	882	3.6%	1.10	6.80
44	University Park	9,650	3.7%	2,067	0.8%	291	1.2%	4.67	33.16
45	Vestal (est.)	5,986	2.3%	6,520	2.5%	492	2.0%	0.92	12.17
	Other/ Unknown								

SUB TOTAL LINE SERVICE	**242,521**	**94.2%**	**215,946**	**82.8%**	**21,672**	**87.8%**	**1.12**	**11.19**
LIFT SERVICE	**6,007**	**2.3%**	**44,310**	**17.0%**	**2,819**	**11.4%**	**0.14**	**2.13**
katConnect	**30**	**0.0%**	**0**	**0.0%**	**0**	**0.0%**	**0.00**	**0.00**
Charter Services	**8,830**	**3.4%**	**649**	**0.2%**	**200**	**0.8%**	**13.60**	**44.11**
GRAND TOTAL ALL KAT SERVICES	**257,388**	**100.0%**	**260,905**	**100.0%**	**24,691**	**100.0%**	**0.99**	**10.42**

KNOXVILLE AREA TRANSIT

SYSTEM PERFORMANCE REPORT — October, 2026

	THIS MONTH			FISCAL YEAR-TO-DATE		
	This Year	Last Year	Change	This Year	Last Year	Change
FIXED ROUTE SERVICE						
Total Passengers	242,521	234,994	3%	857,763	871,237	-2%
System Generated Revenue				$414,369	$449,080	-8%
Revenue Veh. Miles	215,946	262,049	-18%	805,769	1,019,855	-21%
Revenue Veh. Hours	21,672	20,857	4%	79,752	79,122	1%
Passengers/Mile	1.12	0.90	25%	1.06	0.85	25%
Passengers/Hour	11.19	11.27	-1%	10.76	11.01	-2%
Preventable Accidents	0	3	-100%	16	15	7%
Mechanical Road Calls	38	63	-40%	225	243	-7%
Accidents/100,000 Miles	0.00	1.14	-100%	1.99	1.47	35%
Miles/Road Failure	5,682.79	4,159.51	37%	3,581.20	4,196.93	-15%
DEMAND RESPONSE						
Total Passengers	6,007	6,809	-12%	23,661	26,915	-12%
System Generated Revenue				$41,736	$48,236	-13%
Revenue Veh. Miles	44,310	44,824	-1%	189,257	172,315	10%
Revenue Veh. Hours	2,819	3,220	-12%	11,410	12,755	-11%
Passengers/Mile	0.14	0.15	-11%	0.13	0.16	-20%
Passengers/Hour	2.13	2.11	1%	2.07	2.11	-2%
Preventable Accidents	0	0	N/A	0	0	N/A
Mechanical Road Calls	7	4	75%	26	13	100%
Accidents/100,000 Miles	0.00	0.00	N/A	0.00	0.00	N/A
Miles/Road Failure	6,330.00	11,206.00	-44%	7,279.12	13,255.00	-45%
CHARTER SERVICE						
Charters	196	0	N/A	238	0	N/A
Sports Charters	8,634	4,077	112%	22,305	57,535	-61%
Total Passengers	8,830	4,077	117%	22,543	57,535	-61%
Revenue						
Football Shuttle Charters				$21,430	$15,100	42%
Other Sports - Boyd Sports, LLC				Pending	Pending	N/A
Total Miles	649.20	481.00	35%	Pending	4,720.00	N/A
Total Hours	200.20	136.10	47%	Pending	1,202.00	N/A

KAT RIDERSHIP CHARTS

October, 2026

Knoxville Area Transit · Route Performance & System Overview

Fixed route riders	LIFT passengers	Charter passengers	Total all services
242,521	**6,007**	**8,830**	**257,388**
▲ 3.2% vs OCT-25	▼ 11.8% vs OCT-25	▲ 116.6% vs OCT-25	▲ 4.7% vs OCT-25

RIDERSHIP BY ROUTE — OCT-26



- 1 - Downtown Connector: 16,137 (6.7%)
- 10 - Sequoyah Hills: 748 (0.3%)
- 11 - Kingston Pike: 28,613 (11.8%)
- 12 - Western Ave: 11,320 (4.7%)
- 15 - Woodland Crosstown: 15,971 (6.6%)
- 16 - Cedar Bluff: 12,118 (5.0%)
- 17 - Sutherland/Bearden: 7,395 (3.0%)
- 20 - Central Street: 20,444 (8.4%)
- 22 - Broadway: 28,558 (11.8%)
- 23 - Millertown: 3,112 (1.3%)
- 24 - Inskip/Breda: 3,264 (1.3%)
- 31 - Magnolia Ave: 24,682 (10.2%)
- 32 - Dandridge Ave: 4,182 (1.7%)
- 34 - Burlington: 19,207 (7.9%)
- 37 - Morningside/Riverside: 5,566 (2.3%)
- 40 - South Knoxville: 2,223 (0.9%)
- 41 - Chapman Hwy: 17,343 (7.2%)
- 42 - Ft Sanders/UT: 6,002 (2.5%)
- 44 - University Park: 9,650 (4.0%)
- 45 - Vestal: 5,986 (2.5%)

ROUTE TRENDS — JUL-25 TO OCT-26

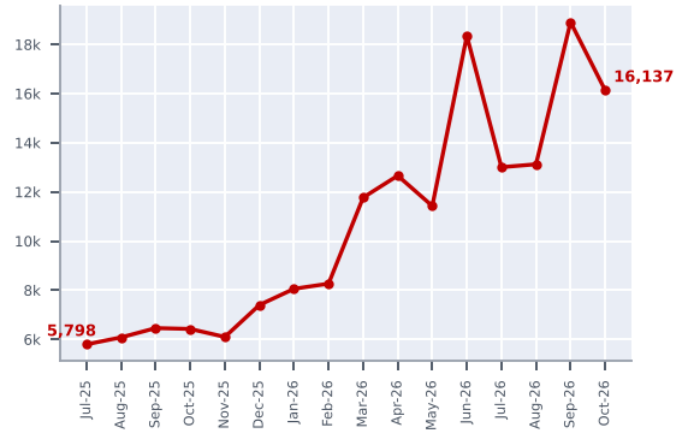
See following pages for all 20 route trend charts

KAT RIDERSHIP CHARTS

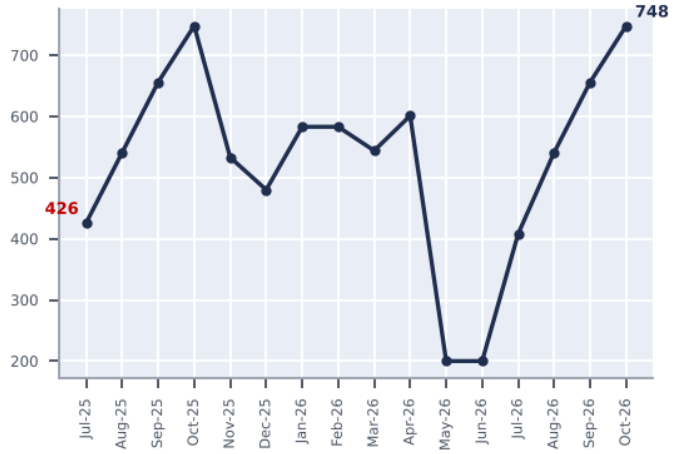
October, 2026

Route Trend Charts · July 2025 to October, 2026

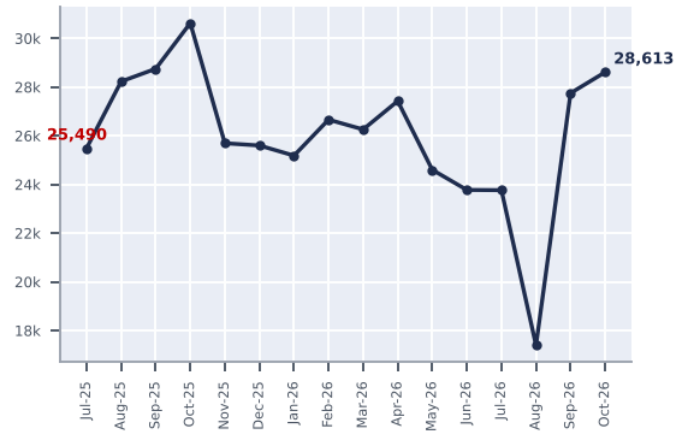
1 — Downtown Connector



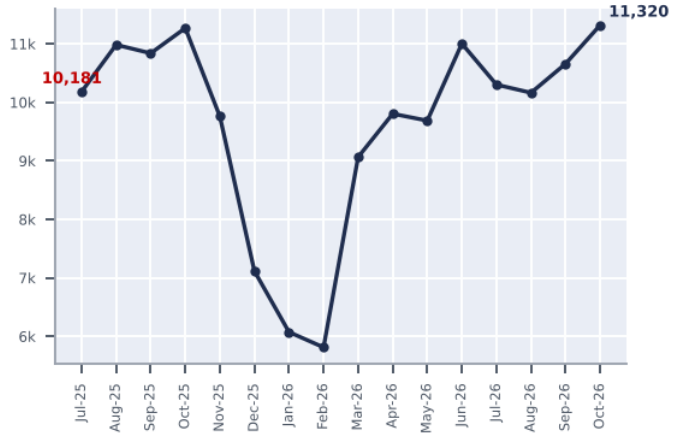
10 — Sequoyah Hills



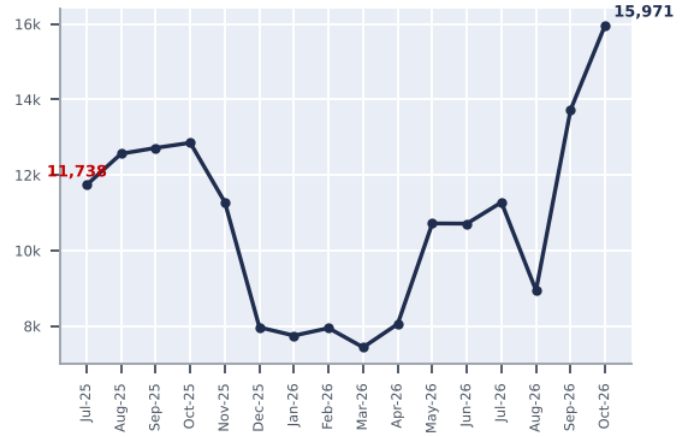
11 — Kingston Pike



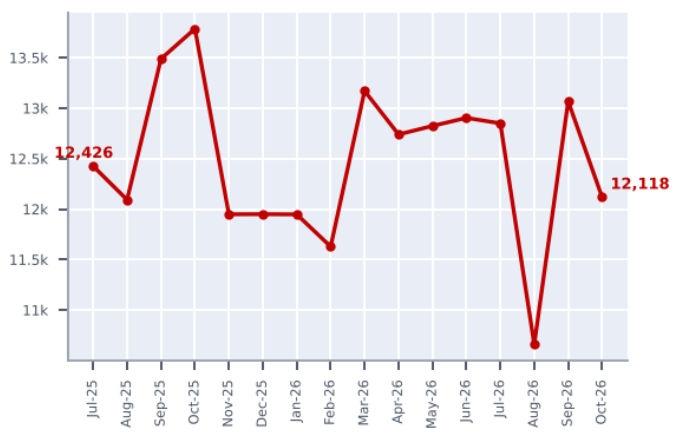
12 — Western Ave



15 — Woodland Crosstown



16 — Cedar Bluff

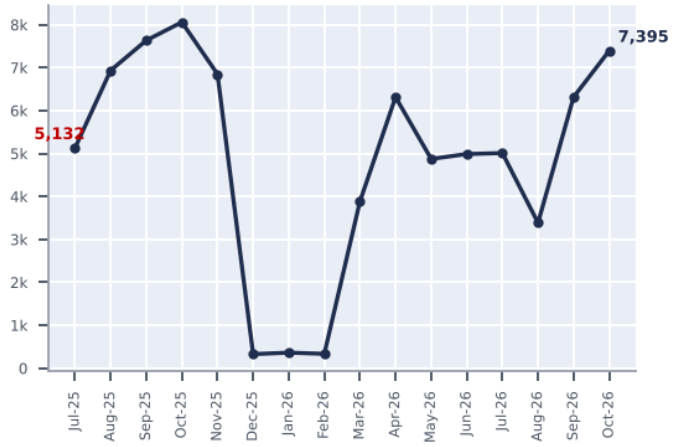


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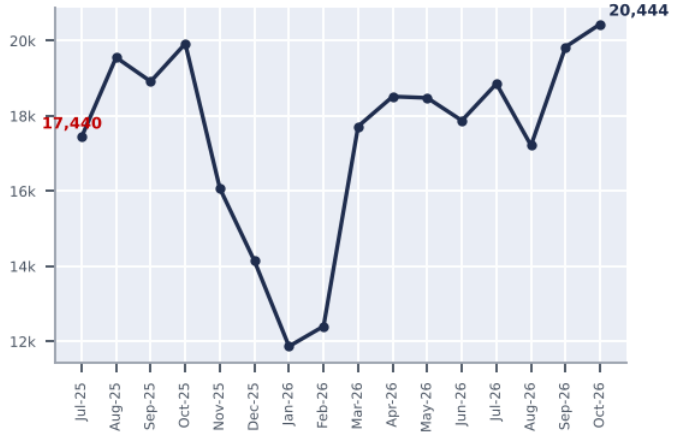
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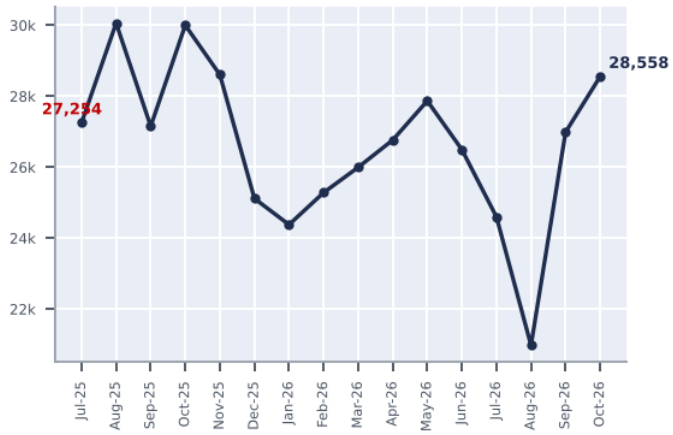
17 — Sutherland/Bearden



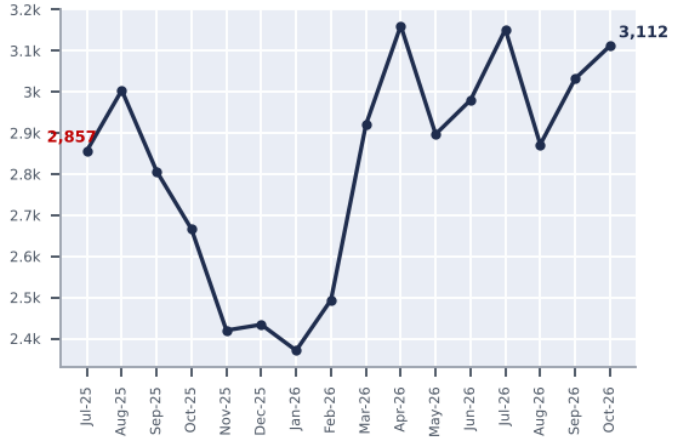
20 — Central Street



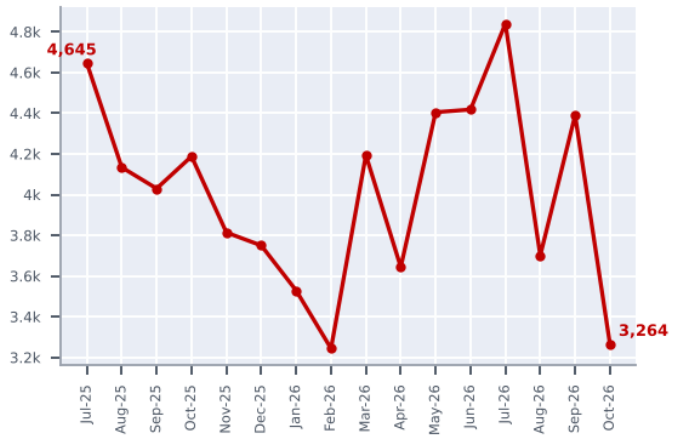
22 — Broadway



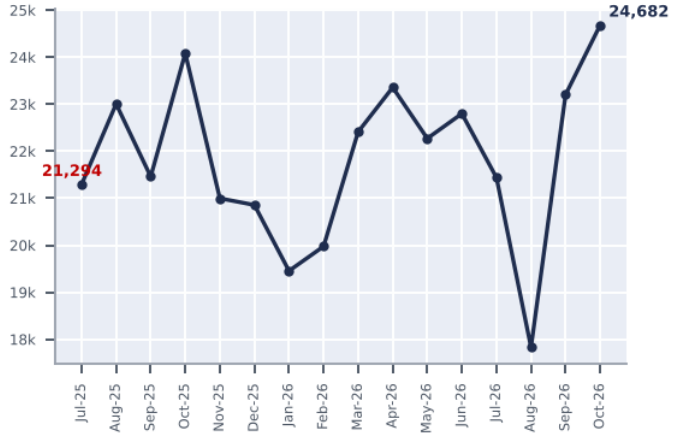
23 — Millertown



24 — Inskip/Breda



31 — Magnolia Ave

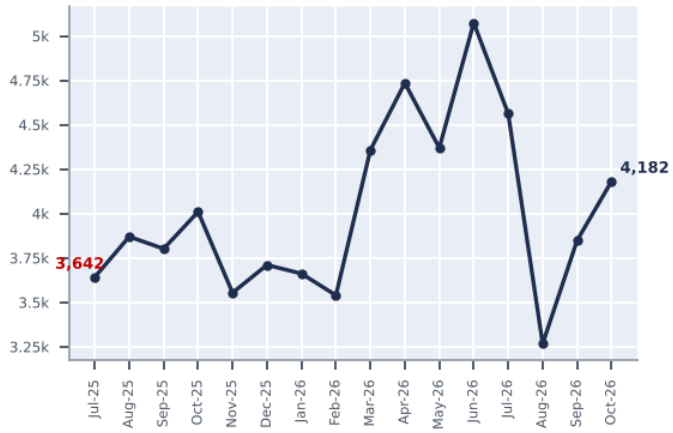


KAT RIDERSHIP CHARTS

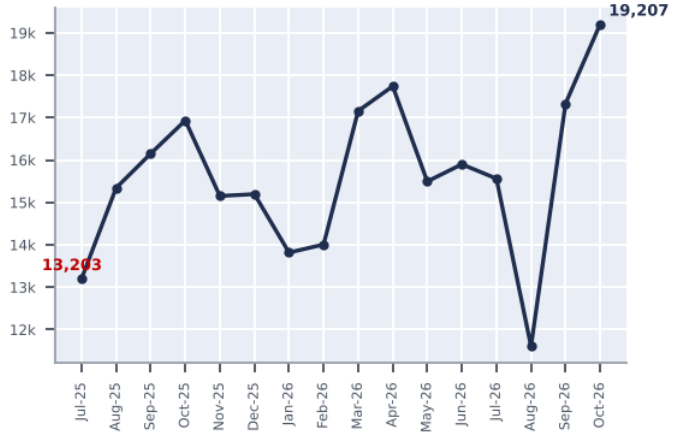
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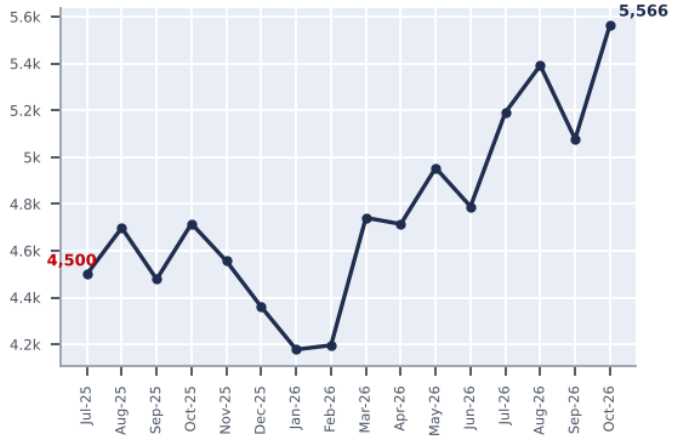
32 — Dandridge Ave



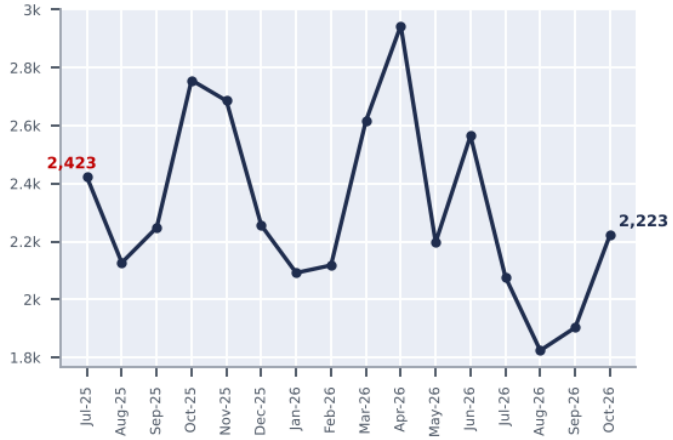
34 — Burlington



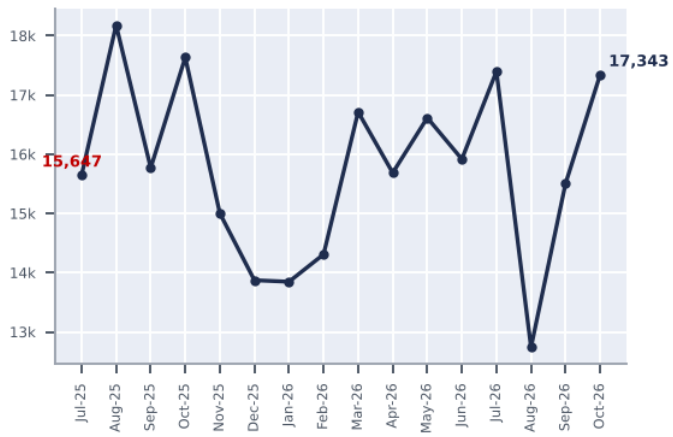
37 — Morningside/Riverside



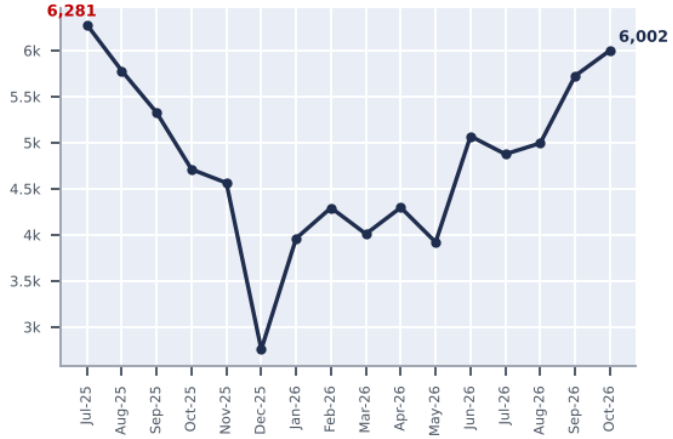
40 — South Knoxville



41 — Chapman Hwy



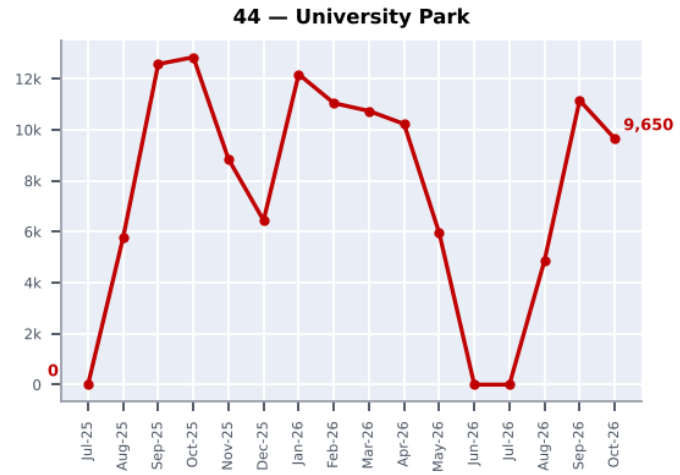
42 — Ft Sanders/UT

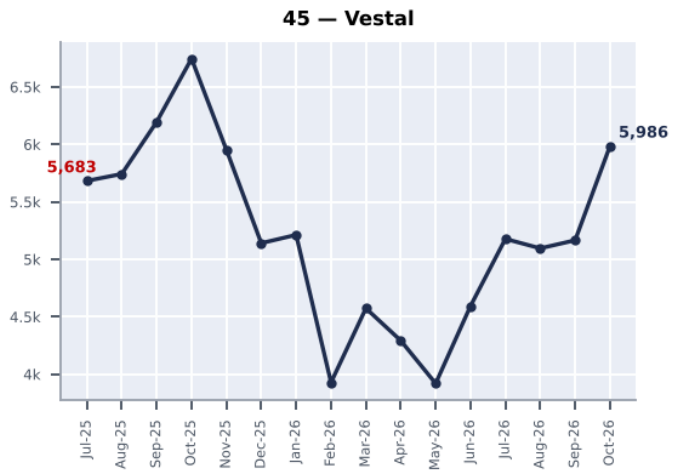


KAT RIDERSHIP CHARTS

October, 2026

Route Trend Charts · July 2025 to October, 2026

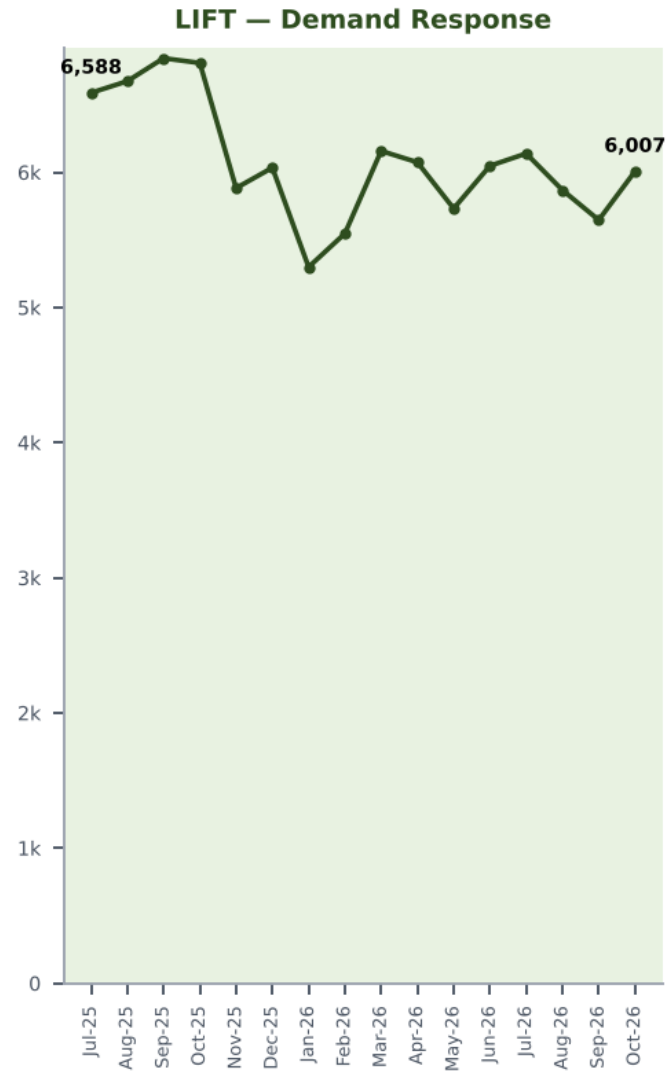


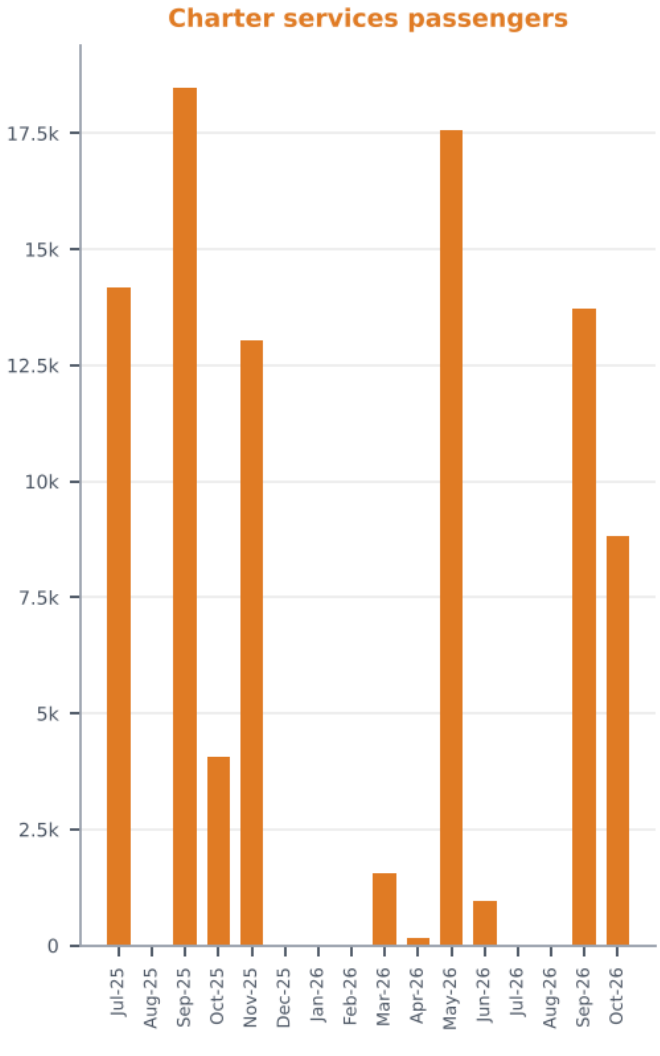


KAT RIDERSHIP CHARTS

October, 2026

LIFT Demand Response & Charter Services



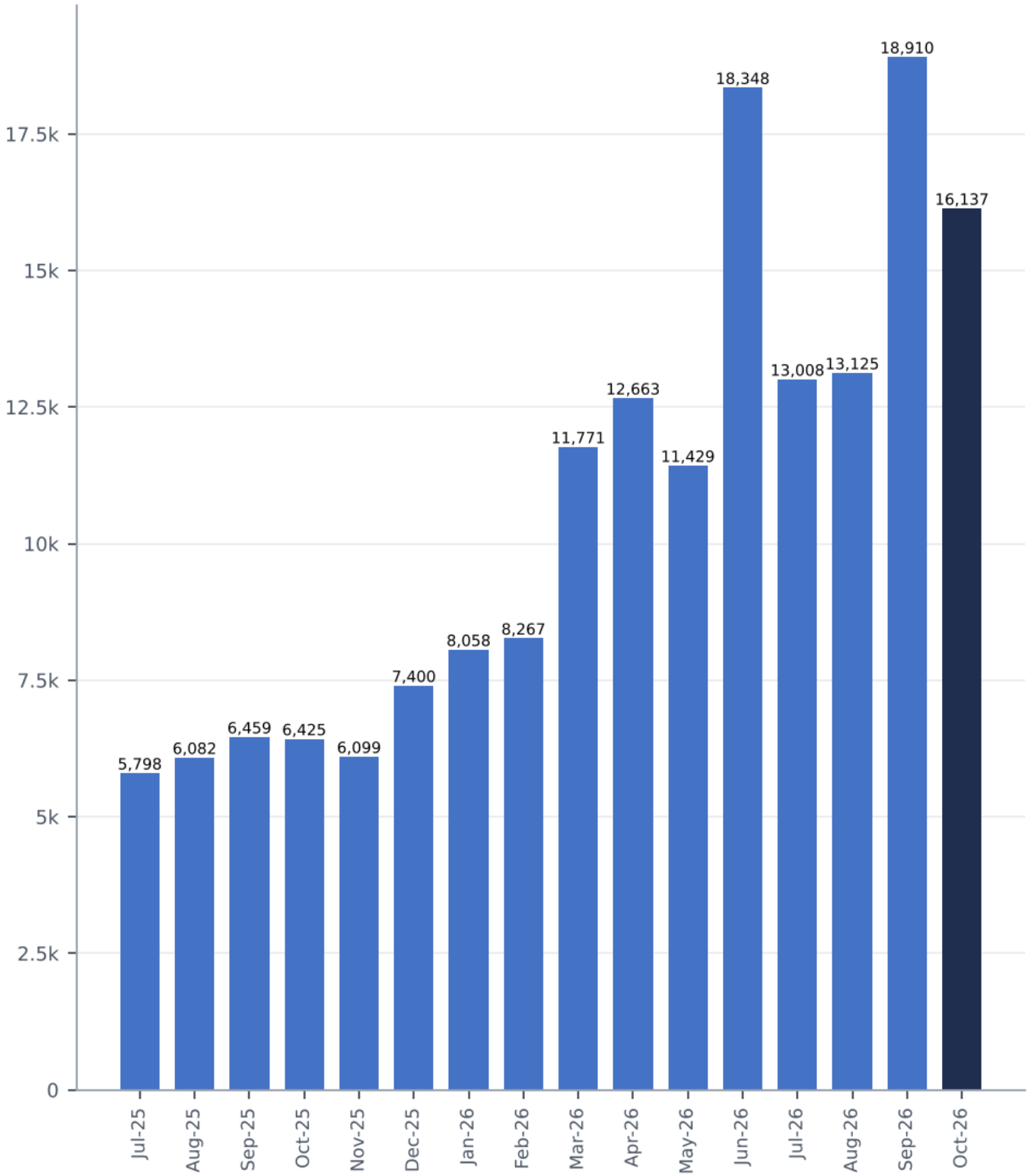


KAT RIDERSHIP CHARTS

Route 1 — Downtown Connector

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

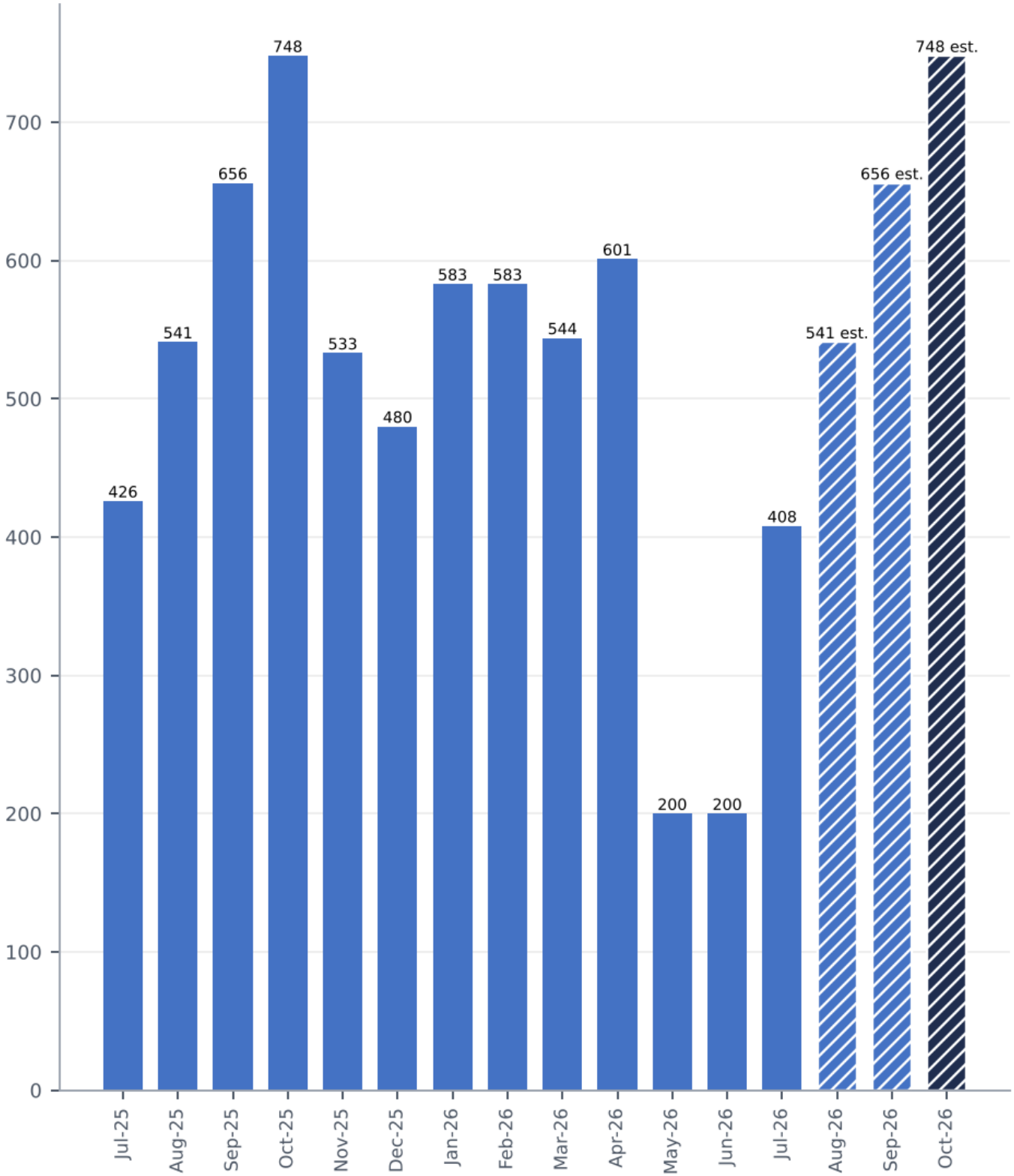


KAT RIDERSHIP CHARTS

Route 10 — Sequoyah Hills

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

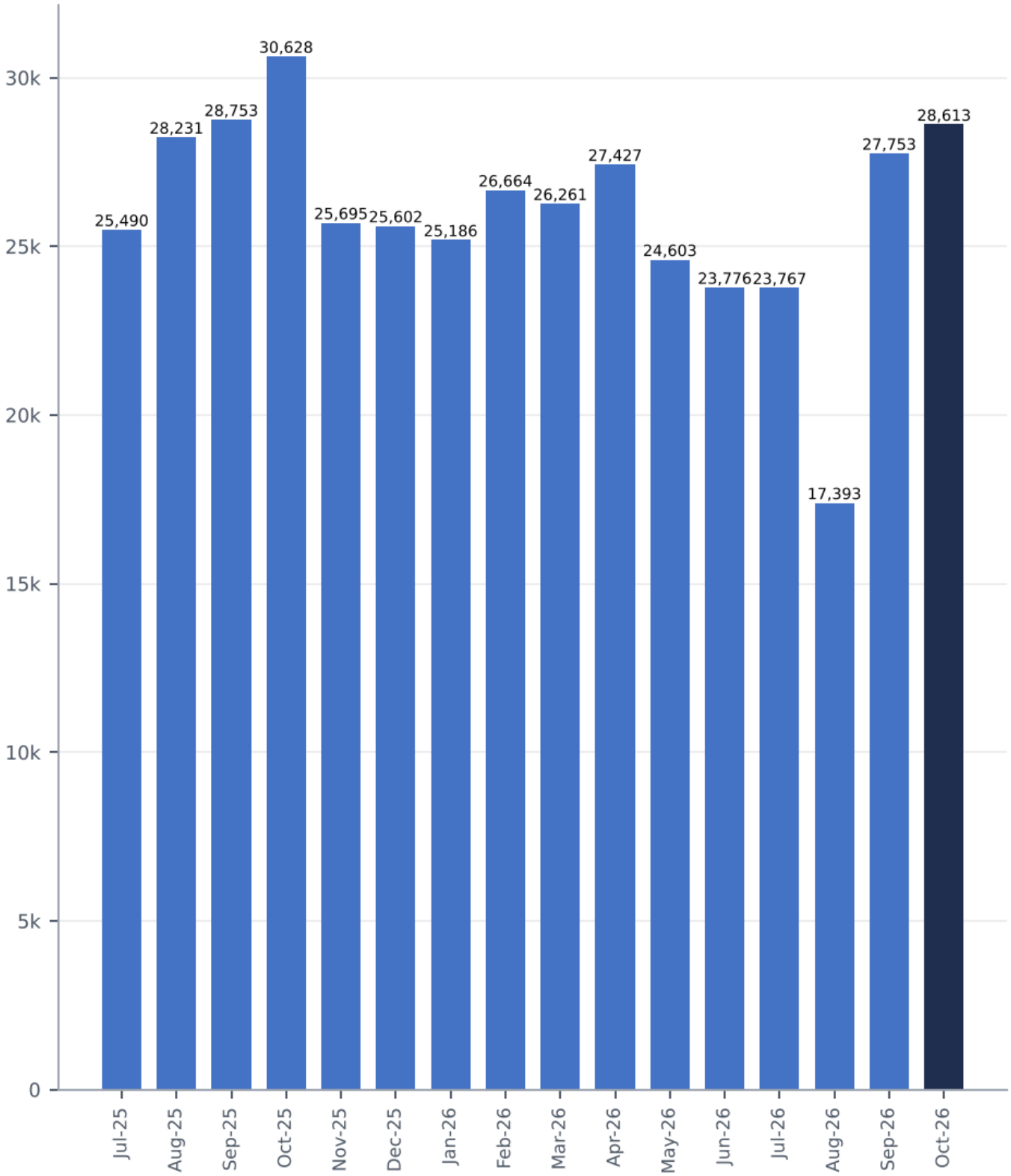


KAT RIDERSHIP CHARTS

Route 11 — Kingston Pike

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

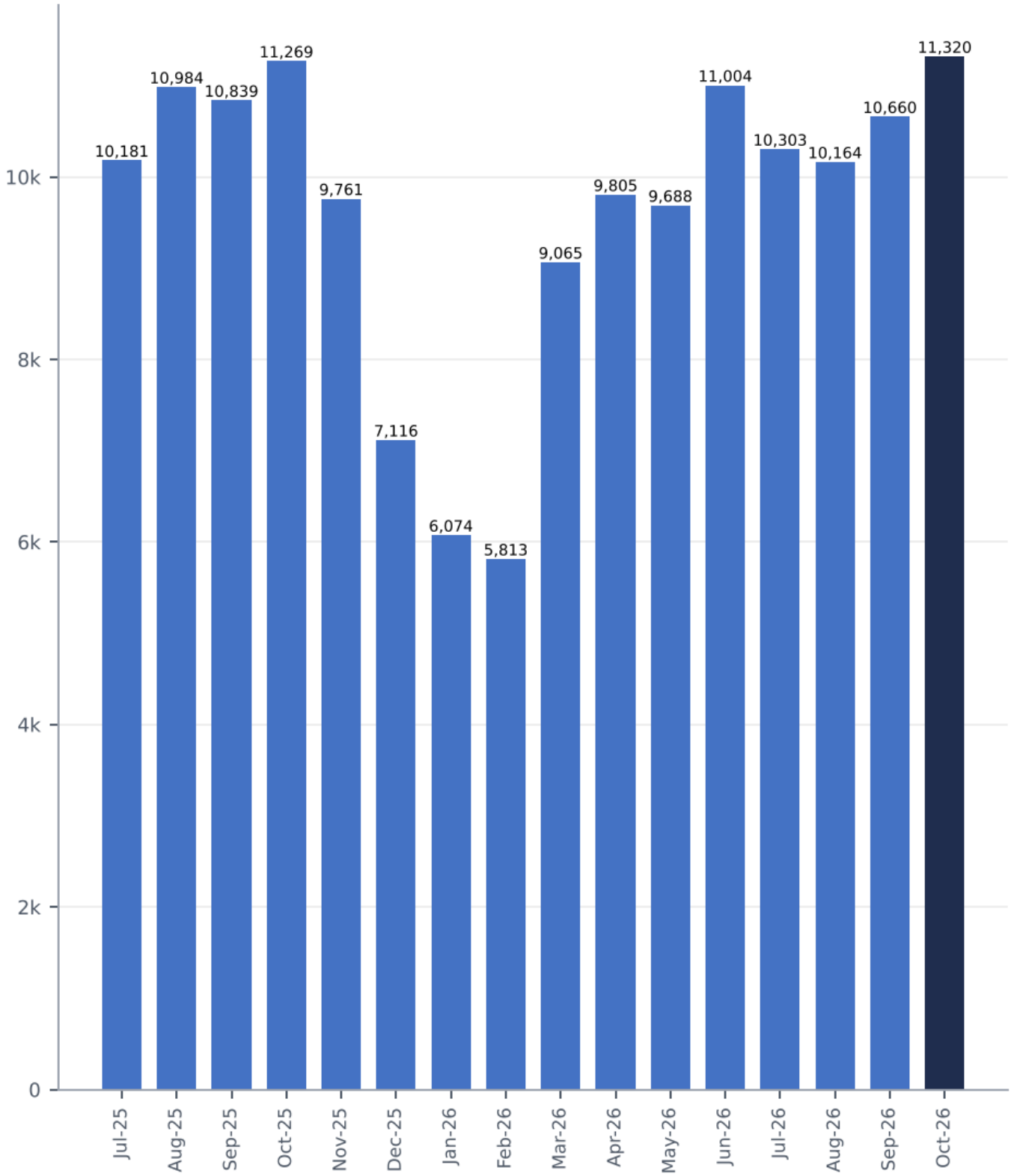


KAT RIDERSHIP CHARTS

Route 12 — Western Ave

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

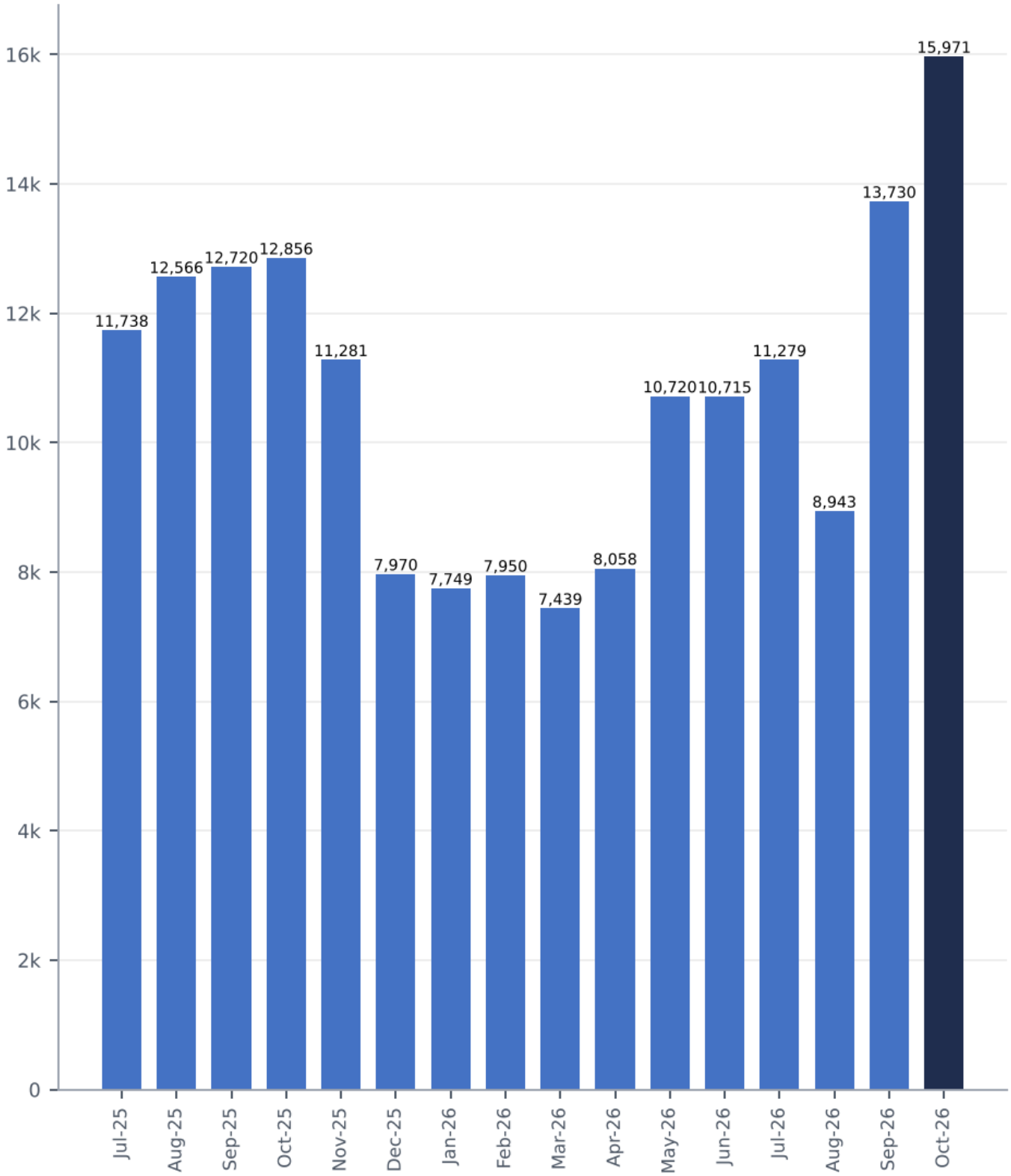


KAT RIDERSHIP CHARTS

Route 15 — Woodland Crosstown

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

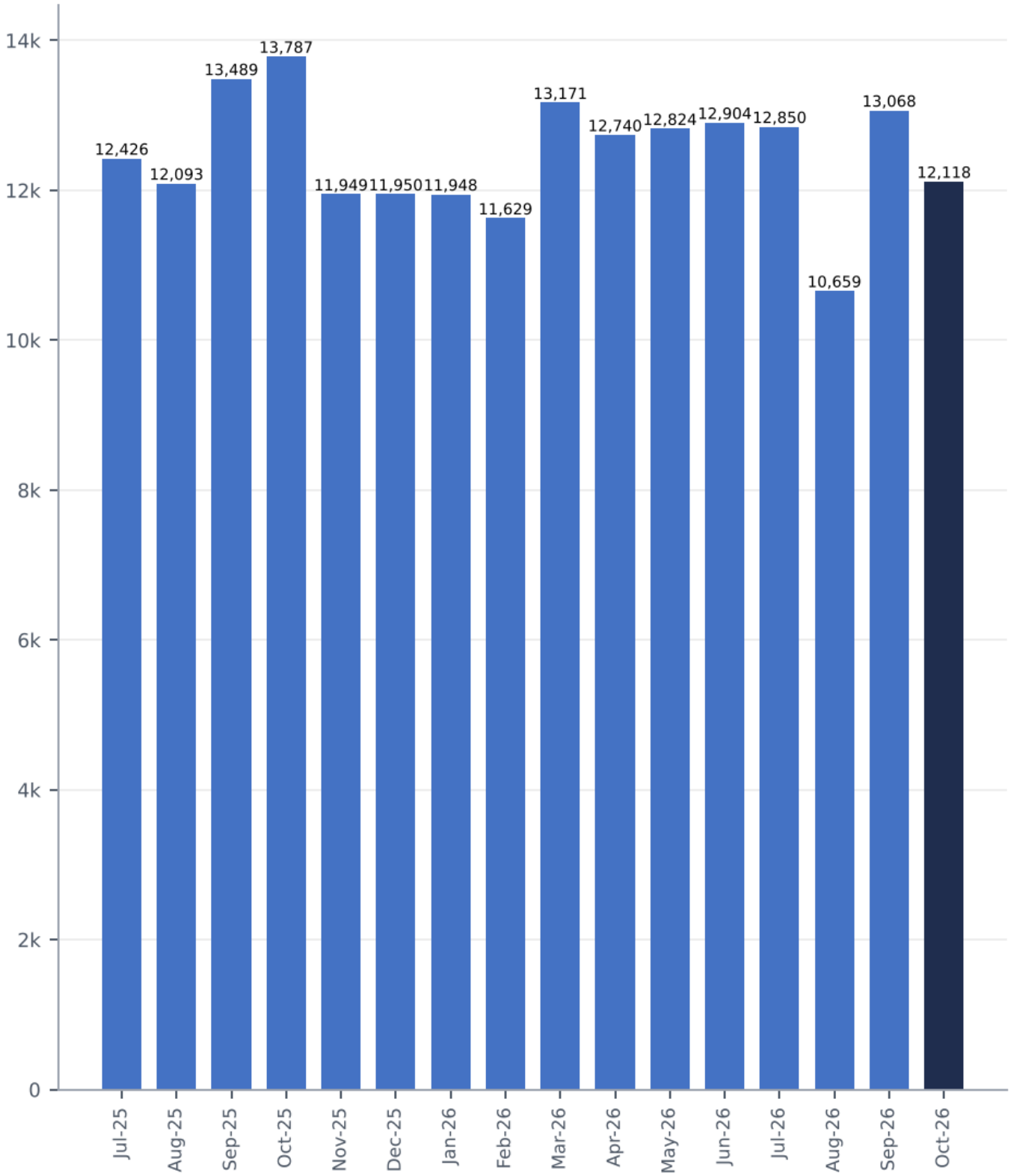


KAT RIDERSHIP CHARTS

Route 16 — Cedar Bluff

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

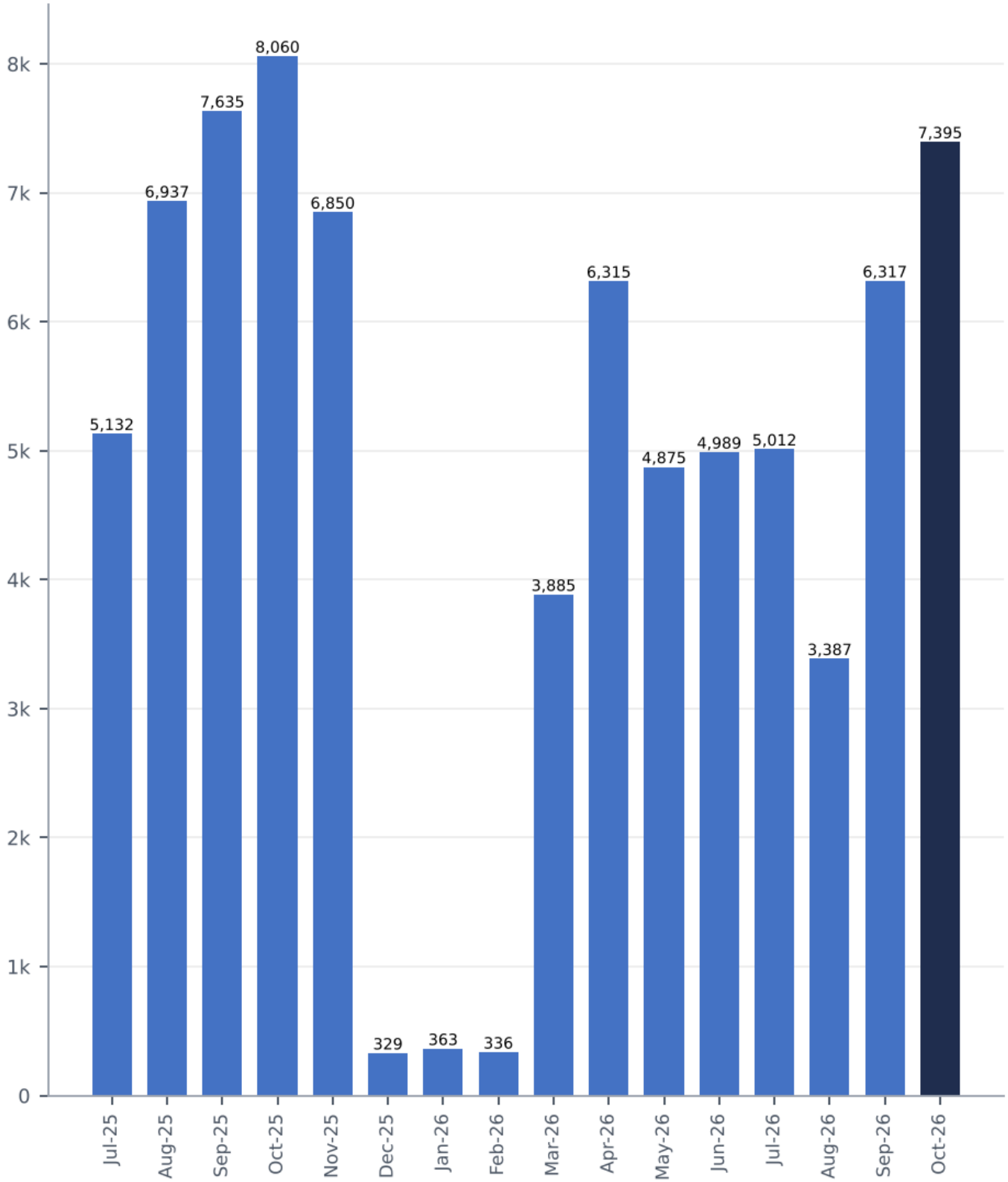


KAT RIDERSHIP CHARTS

Route 17 — Sutherland/Bearden

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

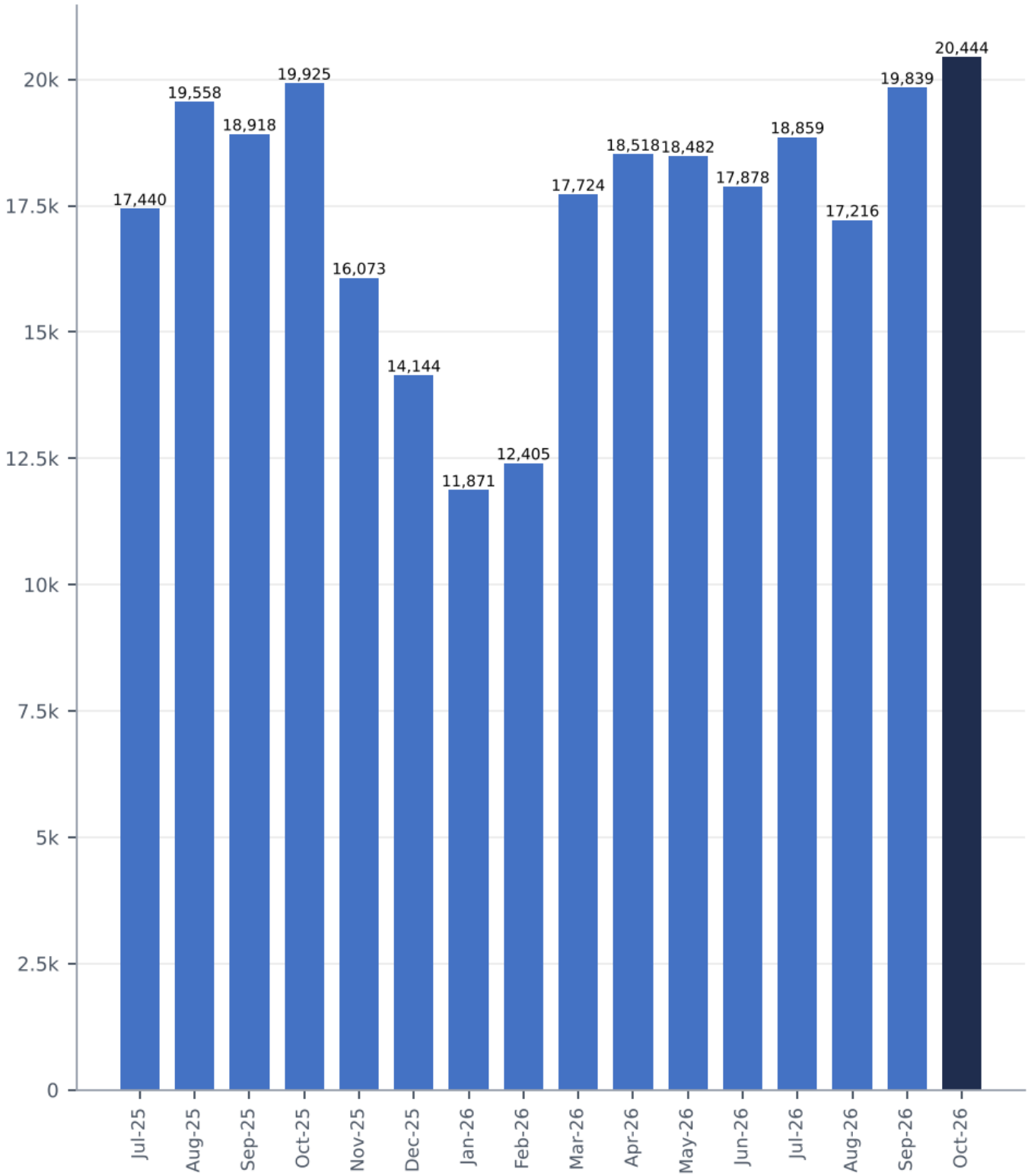


KAT RIDERSHIP CHARTS

Route 20 — Central Street

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

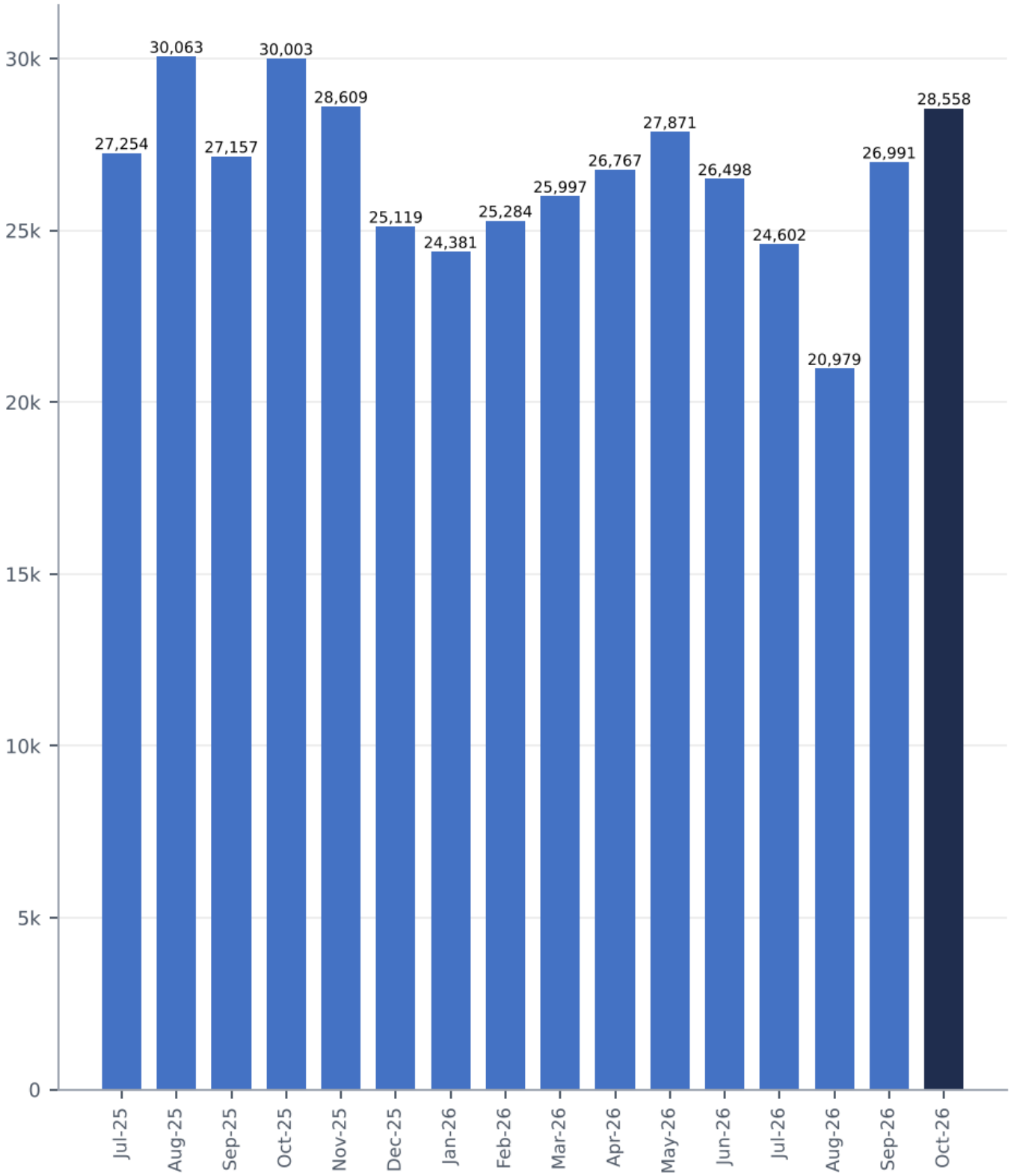


KAT RIDERSHIP CHARTS

Route 22 — Broadway

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

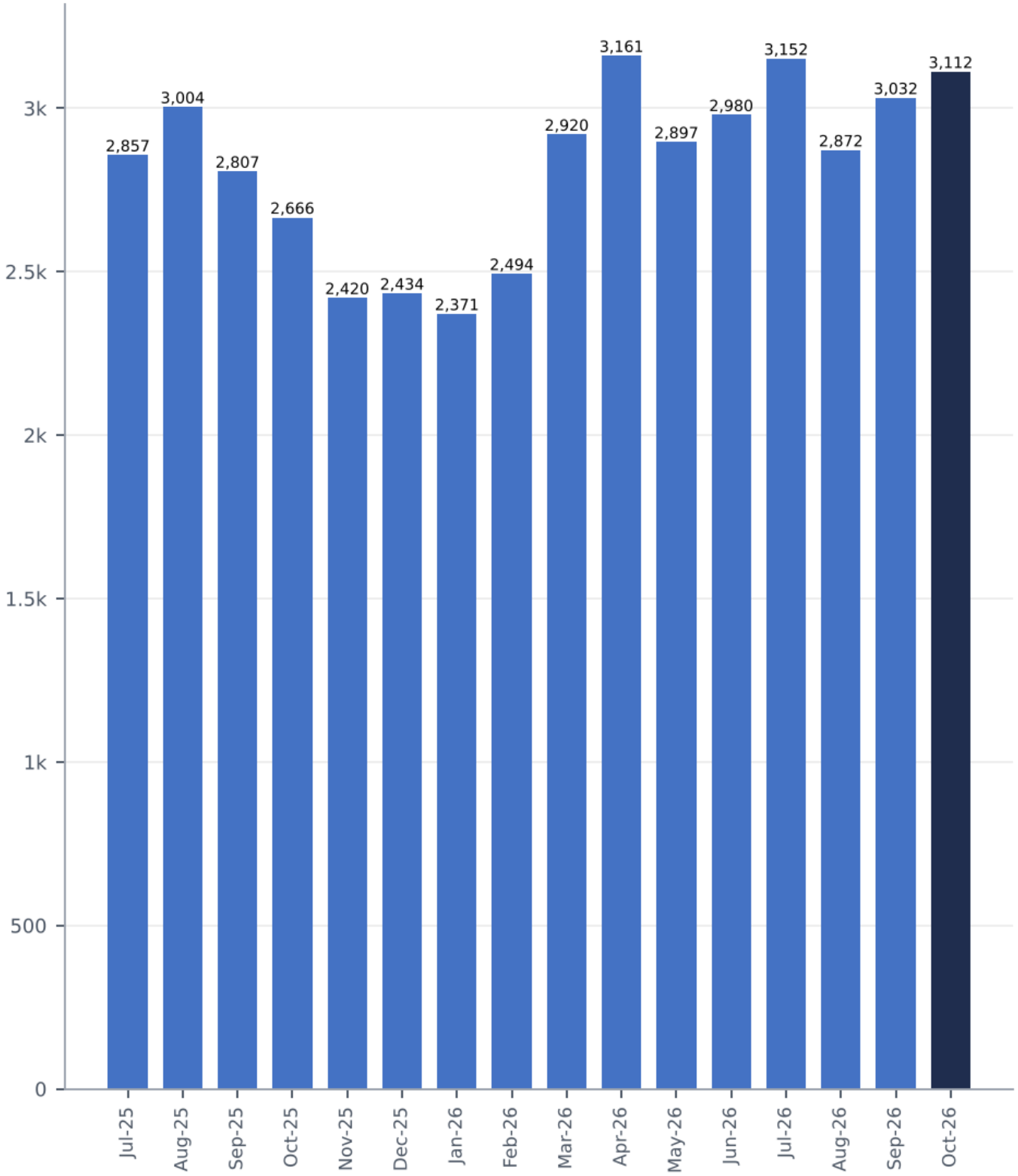


KAT RIDERSHIP CHARTS

Route 23 — Millertown

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

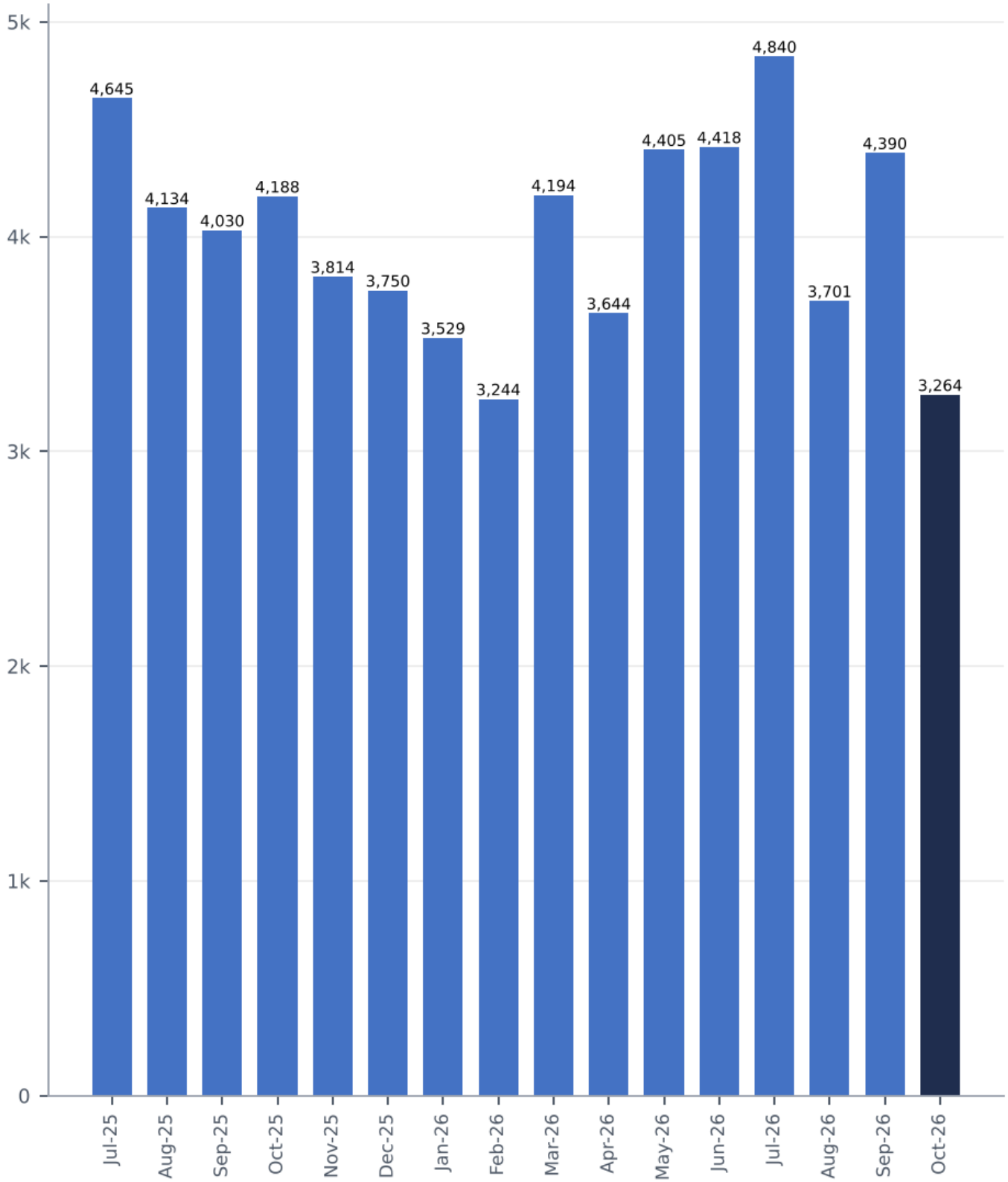


KAT RIDERSHIP CHARTS

Route 24 — Inskip/Breda

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

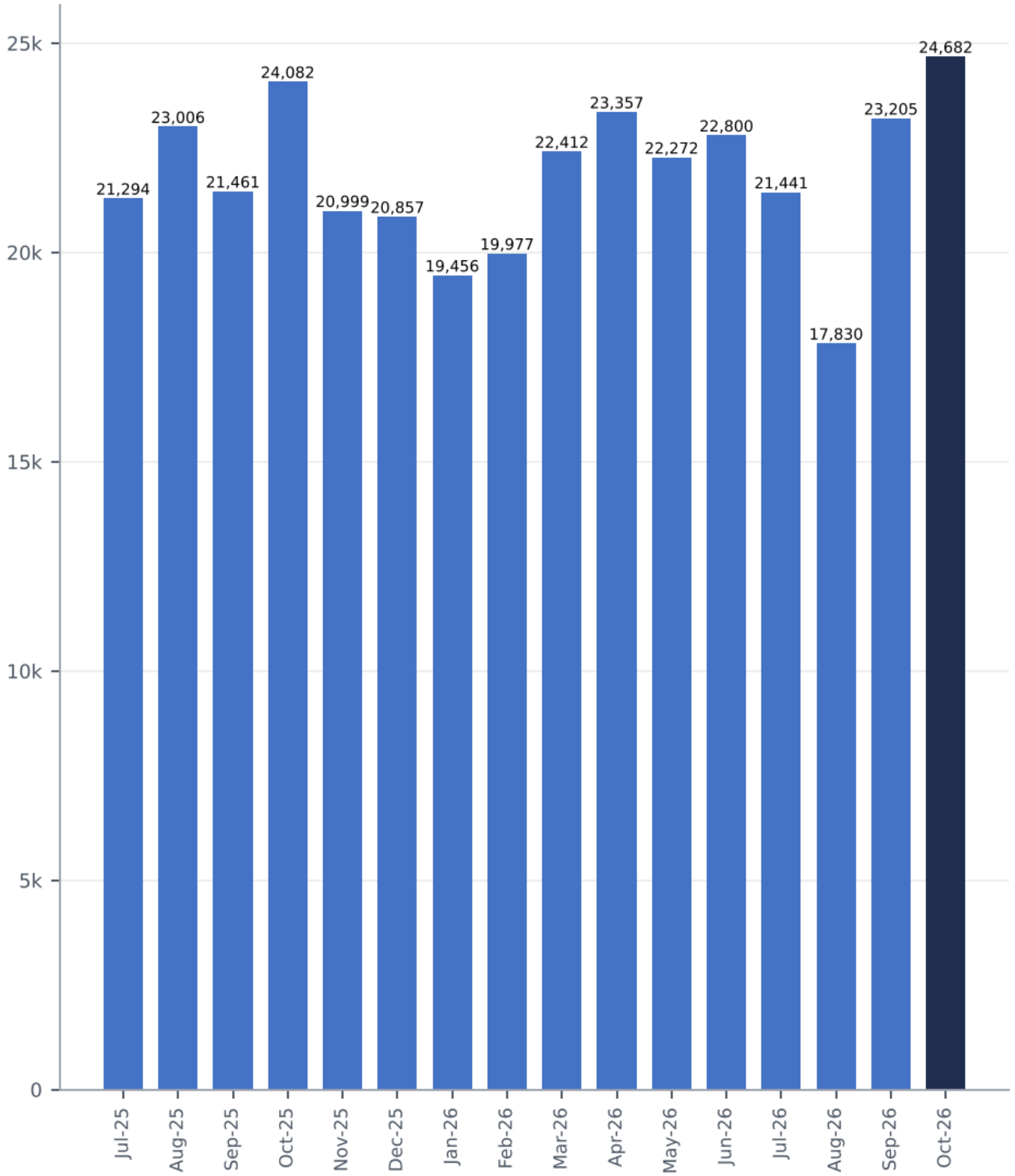


KAT RIDERSHIP CHARTS

Route 31 — Magnolia Ave

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

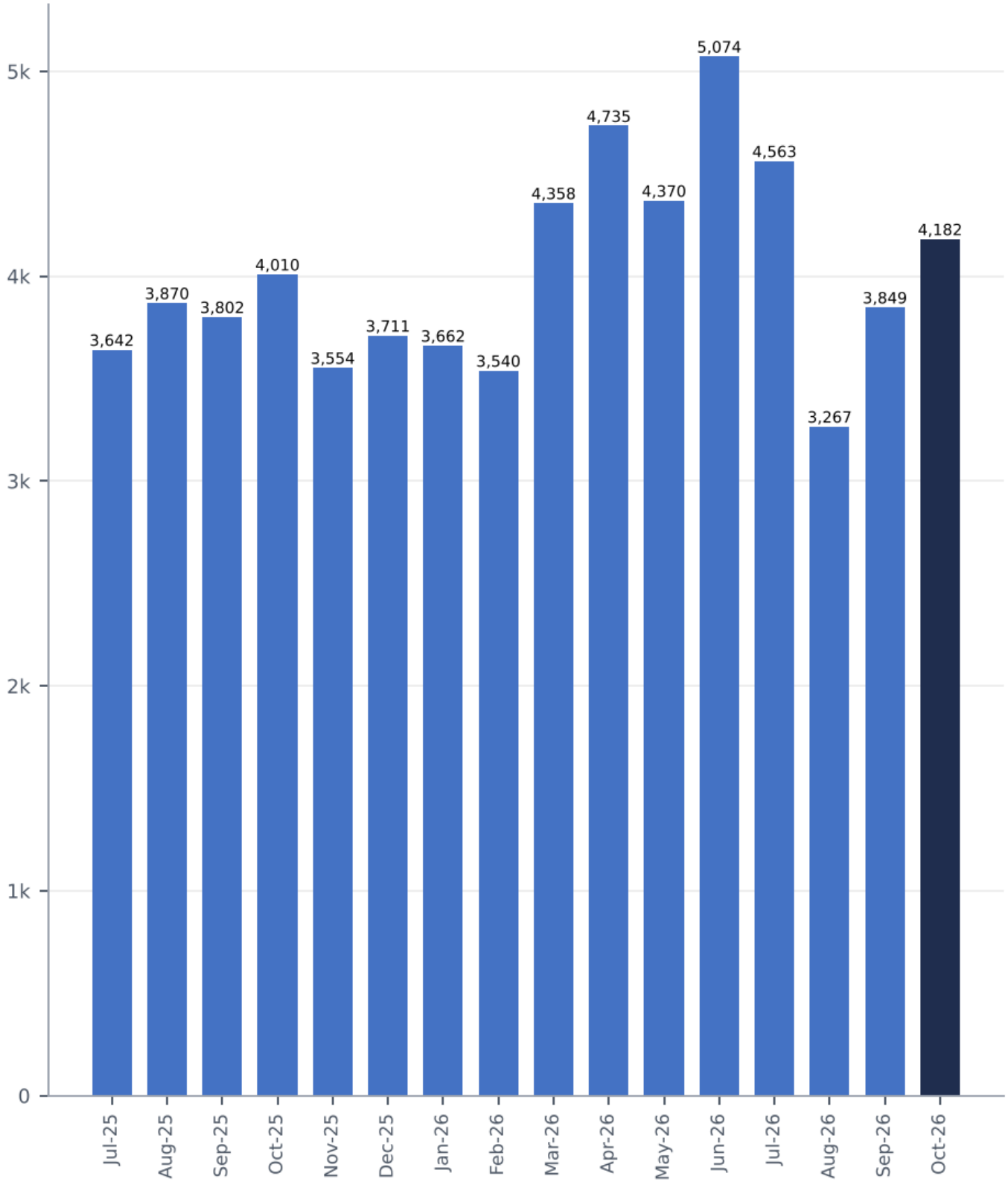


KAT RIDERSHIP CHARTS

Route 32 — Dandridge Ave

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

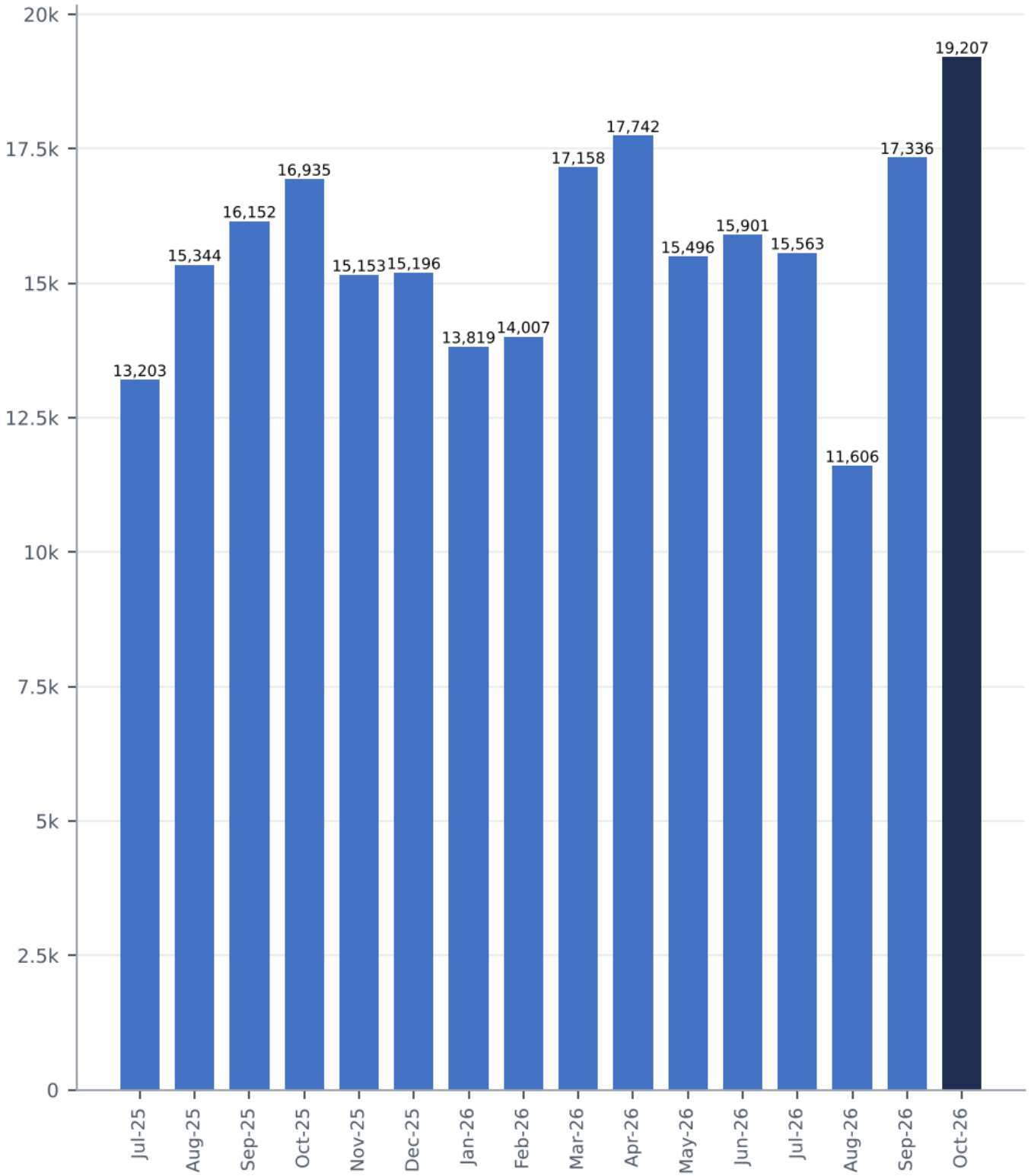


KAT RIDERSHIP CHARTS

Route 34 — Burlington

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

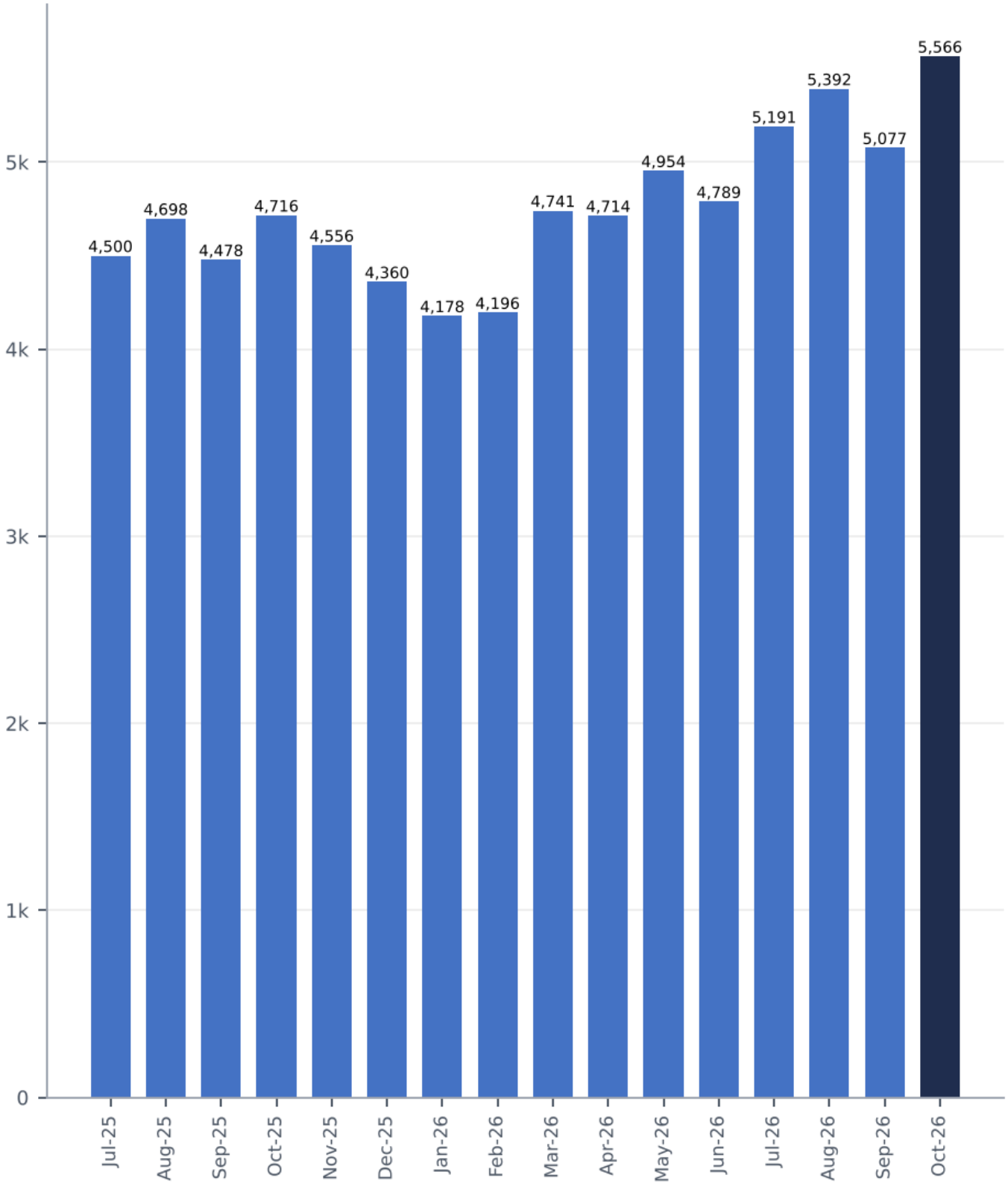


KAT RIDERSHIP CHARTS

Route 37 — Morningside/Riverside

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

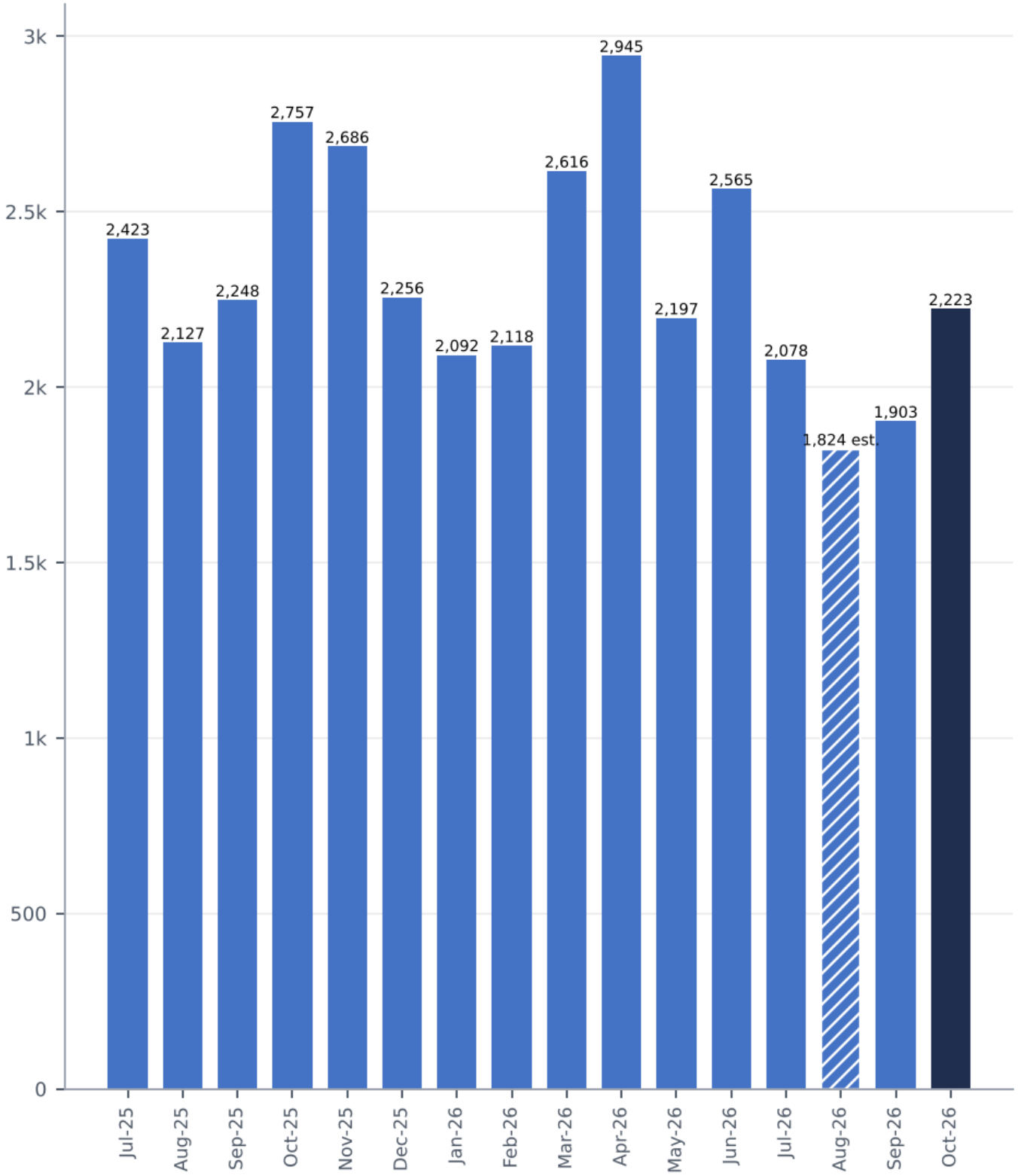


KAT RIDERSHIP CHARTS

Route 40 — South Knoxville

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

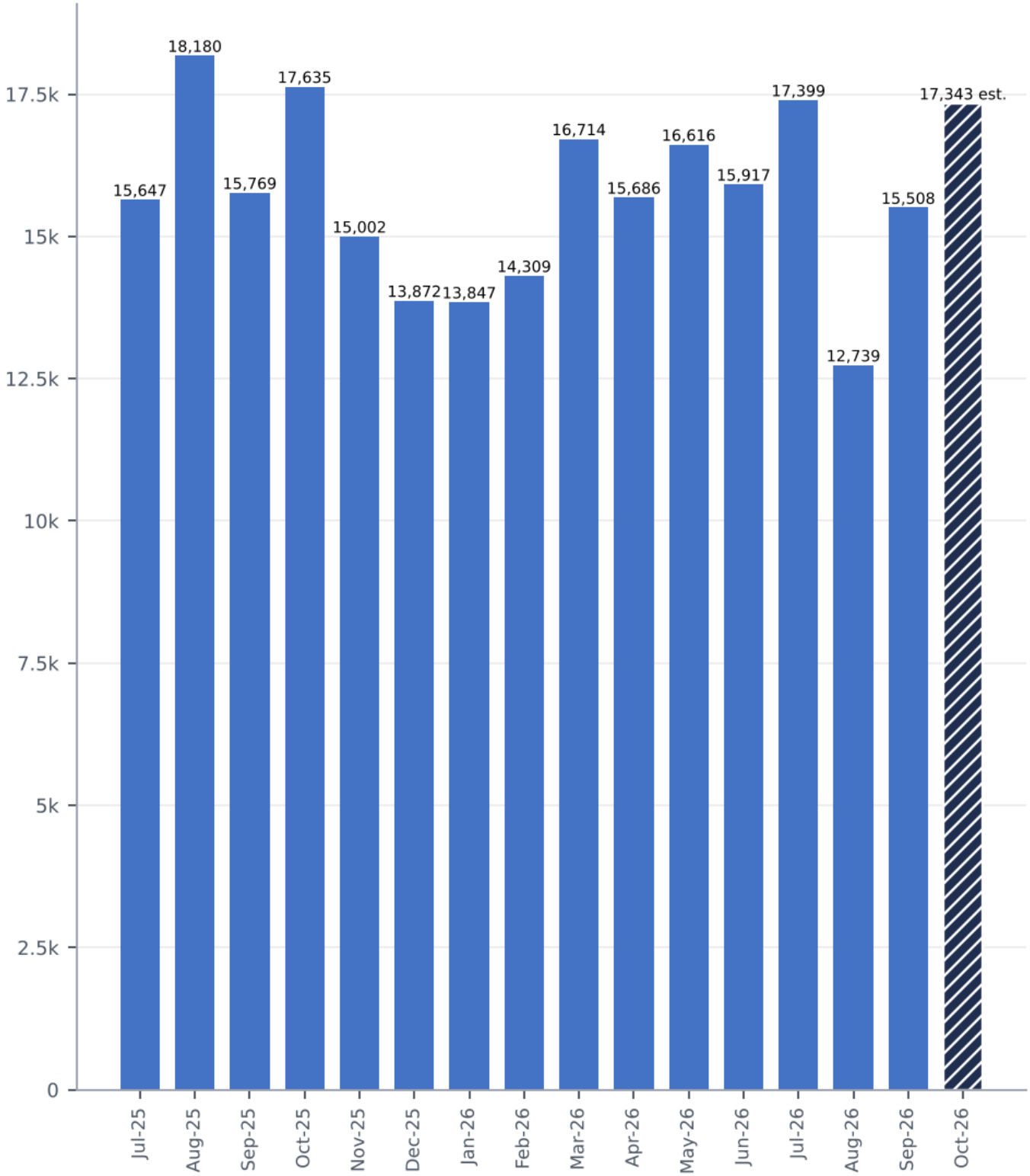


KAT RIDERSHIP CHARTS

Route 41 — Chapman Hwy

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

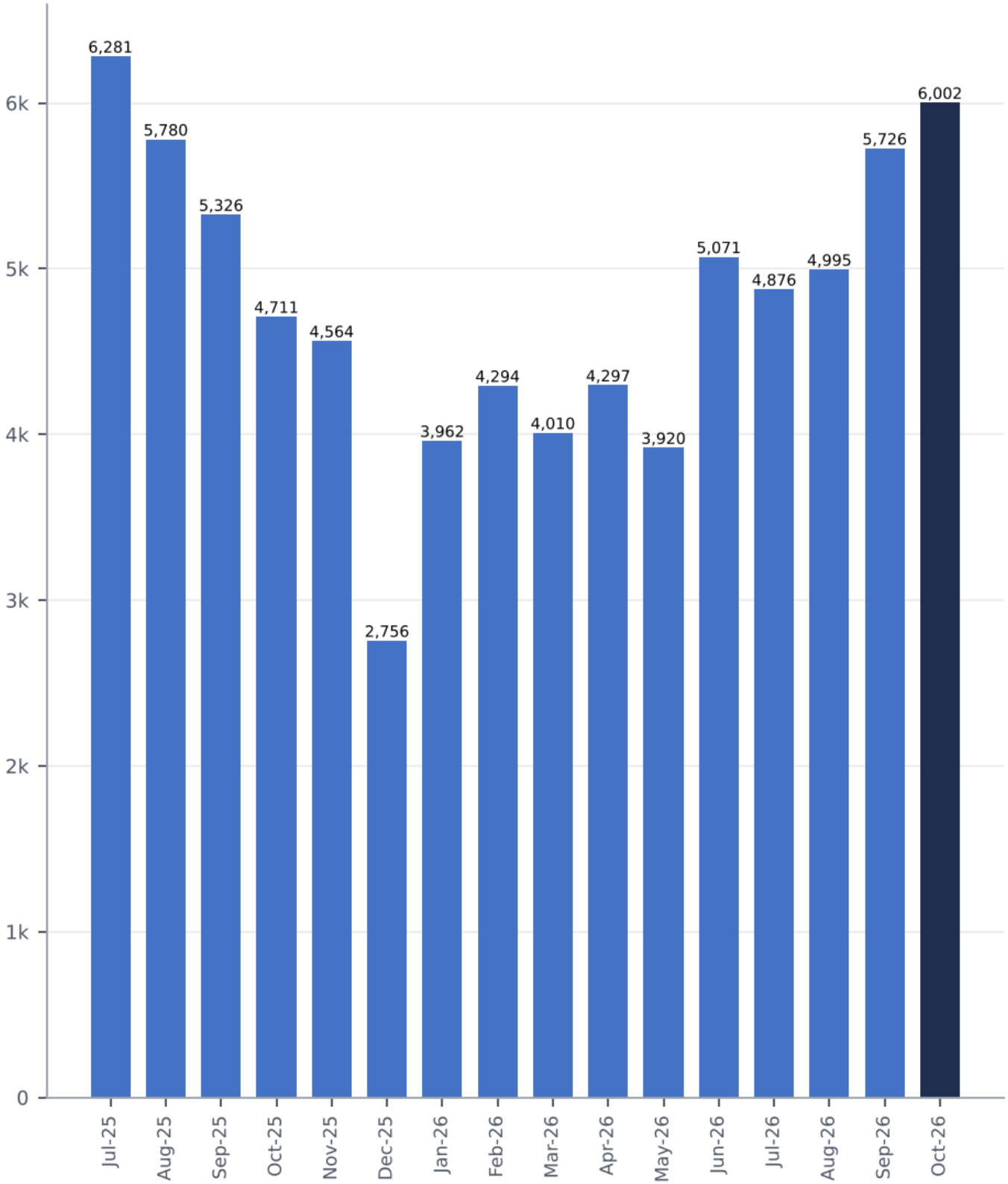


KAT RIDERSHIP CHARTS

Route 42 — Ft Sanders/UT

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

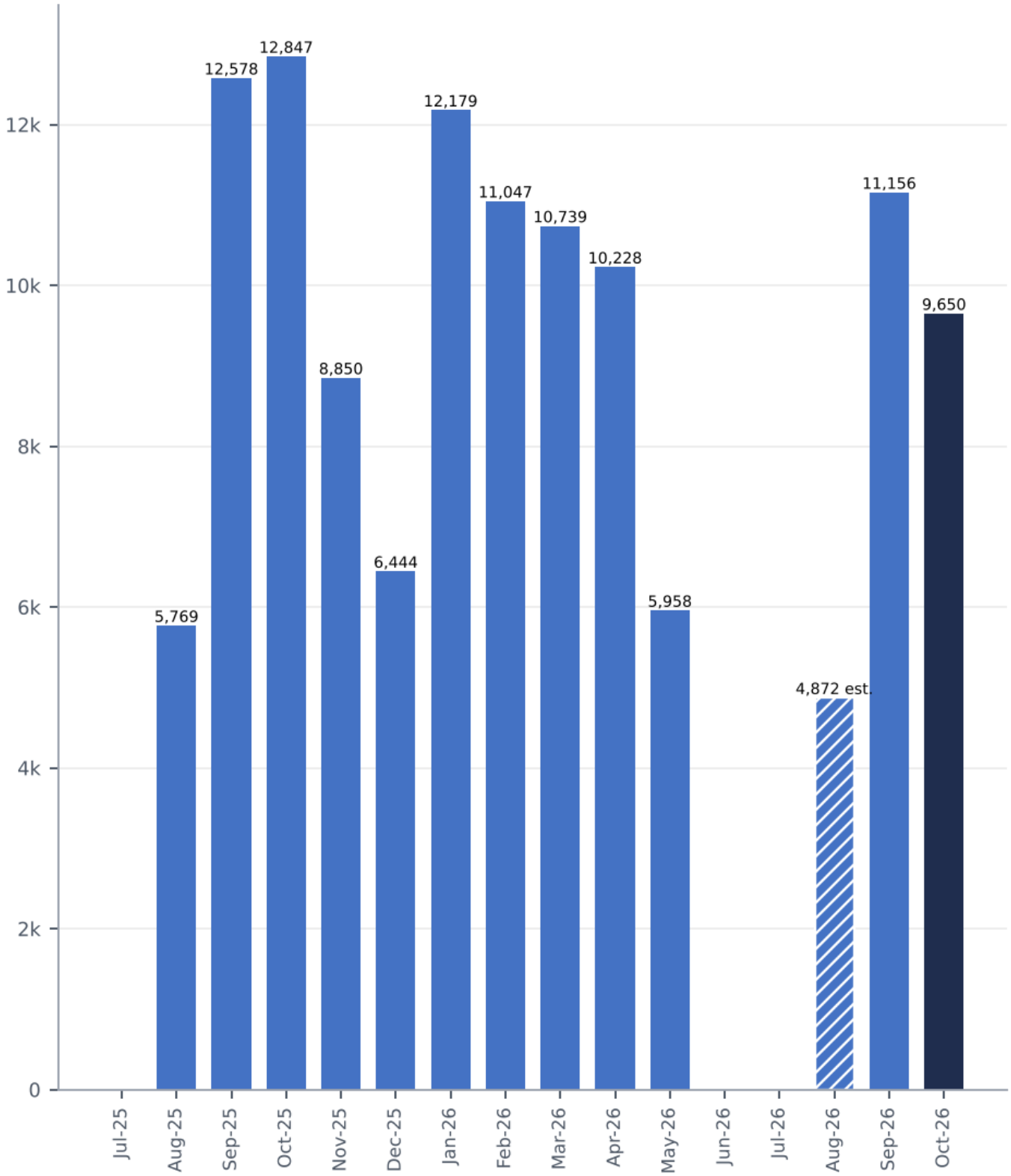


KAT RIDERSHIP CHARTS

Route 44 — University Park

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)

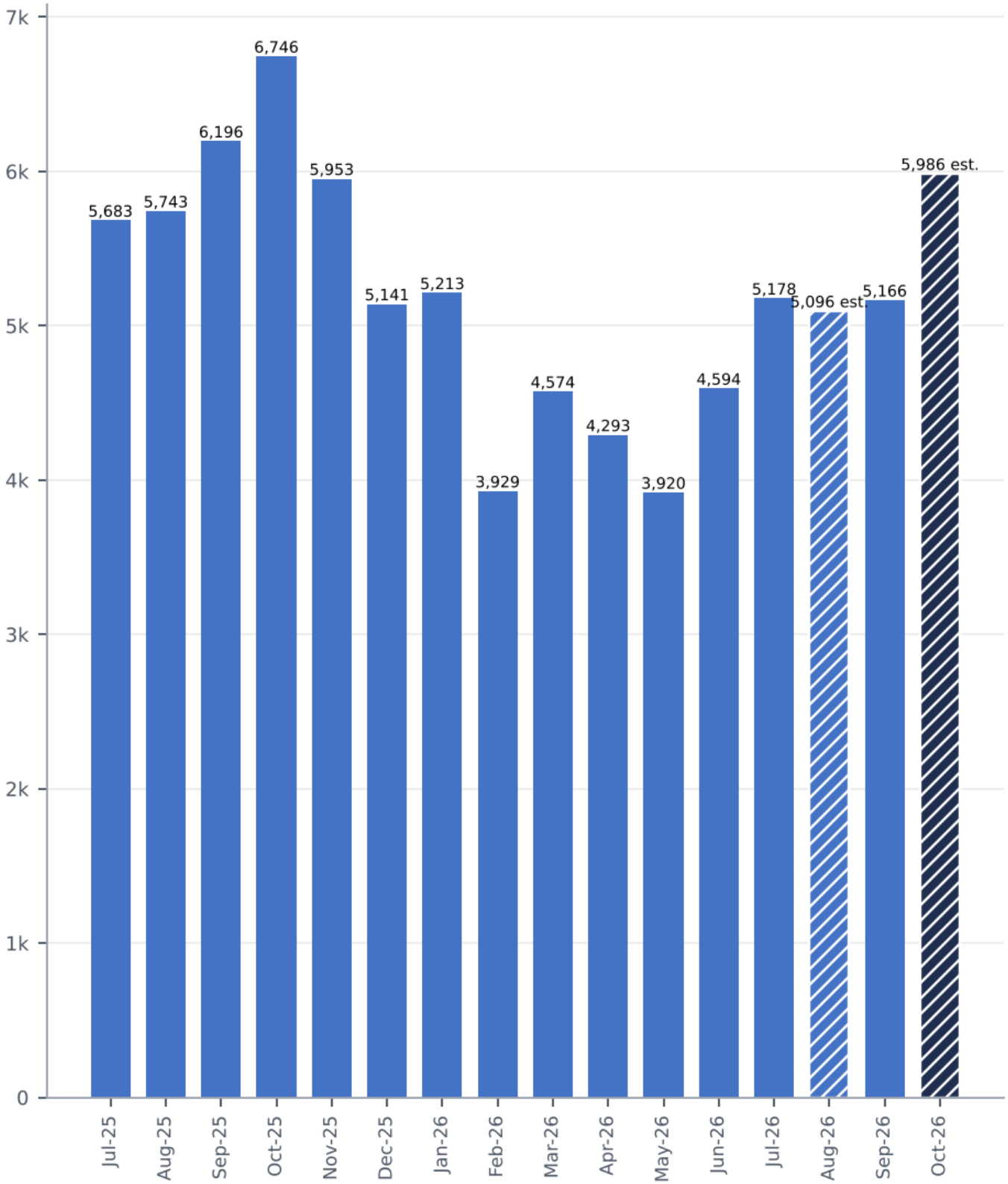


KAT RIDERSHIP CHARTS

Route 45 — Vestal

Monthly Ridership · July 2025 to October, 2026

Dark blue = October, 2026 (most recent month)



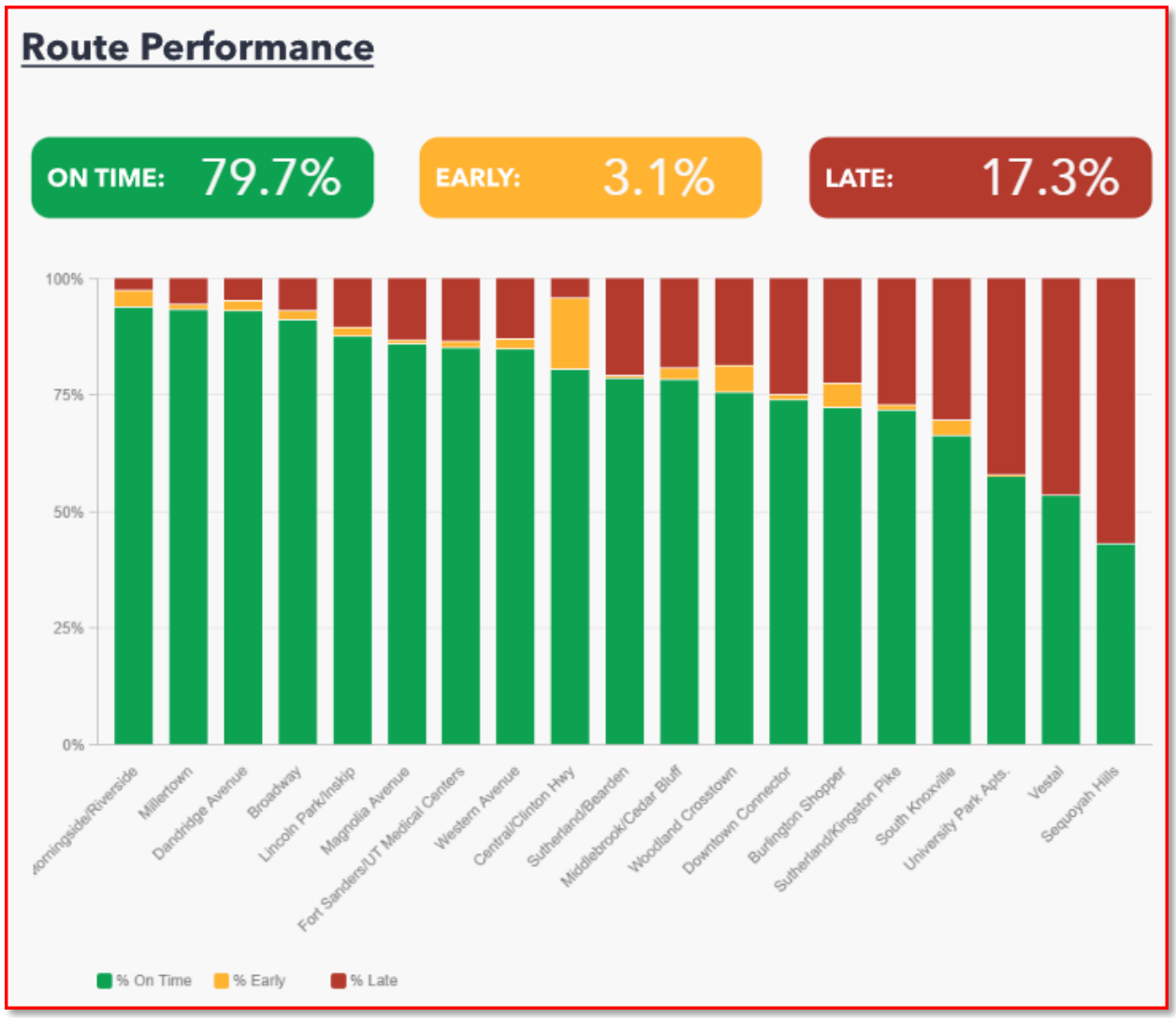
KAT RIDERSHIP

October 2019

ROUTE #	ROUTE NAME	FY20	FY19	% CHANGE	YTD/FY20	YTD/FY19	% CHANGE
10	Sequoyah Hills	452	447	1.1%	1,180	1,578	-25.2%
11	Kingston Pike	30,483	30,270	0.7%	114,081	113,912	0.1%
12	Western Ave	13,419	15,145	-11.4%	52,958	55,490	-4.6%
13	Beaumont	3,195	3,463	-7.7%	12,475	12,187	2.4%
16	Cedar Bluff Connector	3,368	3,151	6.9%	12,425	12,214	1.7%
17	Sutherland/Bearden	9,505	8,456	12.4%	34,902	30,794	13.3%
19	Lakeshore / Lonas Connector	621	594	4.5%	2,037	2,346	-13.2%
20	Central Ave. / Clinton Hwy	13,071	12,111	7.9%	49,730	47,762	4.1%
21	Lincoln Park	3,276	4,096	-20.0%	12,608	15,458	-18.4%
22	Broadway	25,853	28,543	-9.4%	106,533	106,021	0.5%
23	Millertown	5,838	5,390	8.3%	22,876	21,680	5.5%
24	Inskip/Breda Rd	3,031	2,803	8.1%	11,811	10,895	8.4%
30	Parkridge	3,526	3,011	17.1%	13,233	11,185	18.3%
31	Magnolia Ave.	20,246	21,635	-6.4%	78,330	80,990	-3.3%
32	Dandridge	7,634	7,195	6.1%	28,125	26,423	6.4%
33	M.L.K.	3,978	3,734	6.5%	15,472	14,785	4.6%
34	Burlington	6,246	6,355	-1.7%	25,043	25,256	-0.8%
40	South Knoxville	4,718	3,441	37.1%	17,360	13,876	25.1%
41	Chapman Hwy	14,462	13,322	8.6%	55,308	49,242	12.3%
42	UT/Ft. Sanders Hospitals	3,816	3,725	2.4%	15,493	14,364	7.9%
44	University Park	9,359	9,889	-5.4%	23,080	21,759	6.1%
45	Vestal	5,884	5,595	5.2%	21,913	21,169	3.5%
90	Crosstown	7,509	8,336	-9.9%	30,666	30,580	0.3%
	Other	-	-	0.0%	-	-	0.0%
SUBTOTAL		**199,490**	**200,707**	**-0.6%**	**757,639**	**739,966**	**2.4%**
82	Orange Line Trolley	16,746	20,528	-18.4%	73,685	85,963	-14.3%
84	Green Line Trolley	10,532	9,808	7.4%	47,244	44,004	7.4%
86	Blue Line Trolley	20,941	22,942	-8.7%	85,871	86,622	-0.9%
88	Red Line Trolley	3,281	-	100.0%	8,192	-	100.0%
SUBTOTAL		**51,500**	**53,278**	**-3.3%**	**214,992**	**216,589**	**-0.7%**
TOTAL PASSENGERS WITH TROLLEYS		**250,990**	**253,985**	**-1.2%**	**972,631**	**956,555**	**1.7%**
LIFT SERVICE		**6,235**	**6,557**	**-4.9%**	**22,952**	**22,688**	**1.2%**
TOTAL SCHEDULED SERVICES		**257,225**	**260,542**	**-1.3%**	**995,583**	**979,243**	**1.7%**
TOTAL CHARTER SERVICES		**13,748**	**6,945**	**98.0%**	**28,374**	**27,886**	**1.7%**
GRAND TOTAL ALL KAT SERVICES		**270,973**	**267,487**	**1.3%**	**1,023,957**	**1,007,129**	**1.7%**

OCTOBER 2026

ON-TIME PERFORMANCE

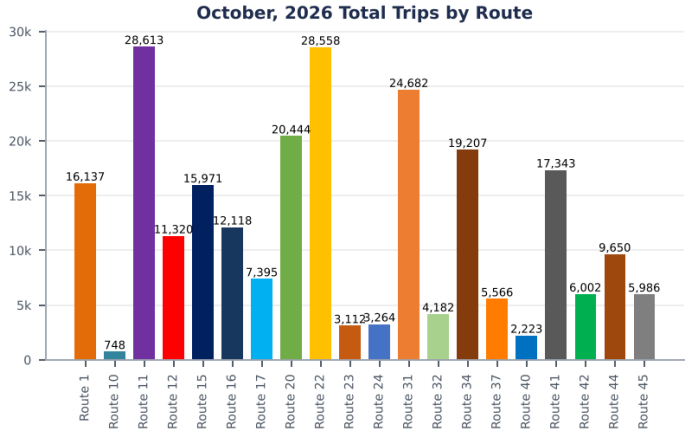


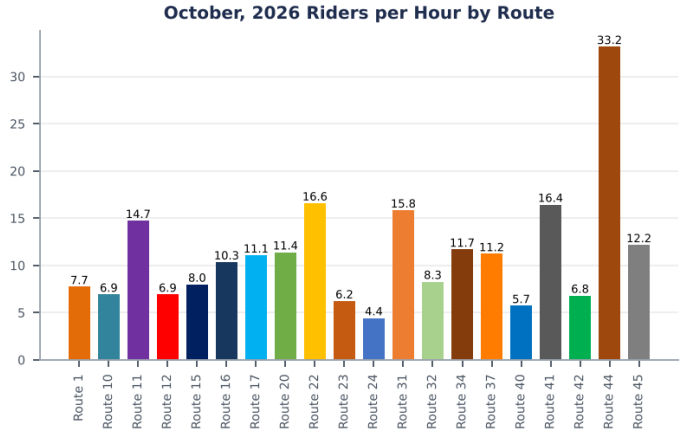
KNOXVILLE AREA TRANSIT — FY27 ROUTE RIDERSHIP

July 2026 — October, 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	16,137									61,180
10 - Sequoyah Hills	408	*541*	*656*	*748*									2,353
11 - Kingston Pike	23,767	17,393	27,753	28,613									97,526
12 - Western Ave	10,303	10,164	10,660	11,320									42,447
15 - Woodland Crosstown	11,279	8,943	13,730	15,971									49,923
16 - Cedar Bluff	12,850	10,659	13,068	12,118									48,695
17 - Sutherland/Bearden	5,012	3,387	6,317	7,395									22,111
20 - Central Street	18,859	17,216	19,839	20,444									76,358
22 - Broadway	24,602	20,979	26,991	28,558									101,130
23 - Millertown	3,152	2,872	3,032	3,112									12,168
24 - Inskip/Breda	4,840	3,701	4,390	3,264									16,195
31 - Magnolia Ave	21,441	17,830	23,205	24,682									87,158
32 - Dandridge Ave	4,563	3,267	3,849	4,182									15,861
34 - Burlington	15,563	11,606	17,336	19,207									63,712
37 - Morningside/Riverside	5,191	5,392	5,077	5,566									21,226
40 - South Knoxville	2,078	*1,824*	1,903	2,223									8,028
41 - Chapman Hwy	17,399	12,739	15,508	*17,343*									62,989
42 - Ft Sanders/UT	4,876	4,995	5,726	6,002									21,599
44 - University Park	0	*4,872*	11,156	9,650									25,678
45 - Vestal	5,178	*5,096*	5,166	*5,986*									21,426
TOTAL	**204,369**	**176,601**	**234,272**	**242,521**									**857,763**

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





MONTHLY RIDERSHIP

OCTOBER REPORT FY2026

Month	Booked Trips	Completed Trips	No-Show/Cancel	Unique Riders	Connected w/ Route 12	Connected w/ Route 20	Ineligble 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%
October	79	30	49	2	7	23	0	90.00%