

1. Introduction

This report presents the Short-Range Transit Development Plan (TDP) for Knoxville Area Transit (KAT). This plan provides guidance for operational and capital changes for KAT over the next five years. In addition, with the opening of its downtown transfer center – Knoxville Station – there will be a variety of immediate changes to systemwide operations. The need to redesign the system will also allow KAT to address longstanding routing and timing problems. This study focuses on providing this short-term guidance to KAT as well as maintaining a perspective of a longer term vision.

The work on this study included interaction with KAT staff, the Knoxville Transportation Authority (KTA) Board, and members of the community through meetings, surveys, and workshops. The specific objective of the plan was to generate efficiencies in the operations without sacrificing the overall service mission of KAT.

The issues and parameters facing transit systems like KAT are many. Obvious issues include funding, efficiency in operations, technology, union/labor, demographic change in the community, KAT's relationship with the University of Tennessee (UT), continuing and increasing traffic congestion in the urban area, and price of fuel. This study was developed in a time of an almost unprecedented surge in fuel prices for the general public and transit systems alike. This presented a dilemma for transit systems nationwide. While people were crowding transit buses, transit systems were faced with little choice but to cut services or raise fares to meet budgets. KAT was able to deal with the economic situation during this period by raising fares, eliminating one express route, and adjusting their ADA service area.



This report presents the Short-Range Transit Development Plan for KAT. It also includes summaries of information developed as part of two additional planning efforts – a downtown operations study focusing on KAT service and a high capacity transit corridor study prepared for the Knoxville Knox County Metropolitan Planning Commission. This report provides recommendations for system modifications and fare changes. It should be noted the fare changes were made during the course of the study and KAT continues to build on the route recommendations in this report.

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