

Knoxville Area Transit (KAT)

Transit Development Plan Corridor Analysis



Submitted to:

**Knoxville-Knox County Metropolitan
Planning Commission**

Submitted by:

PB Americas, Inc.

Under contract to:

The Corradino Group, Inc.

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1. Introduction

This report analyzes various transit corridors throughout the Knoxville region to determine their potential for the development of high capacity transit services. The consultant team, in consultation with the Knoxville Knox County Metropolitan Planning Commission (MPC) and other local and regional officials, identified a number of corridors emanating from downtown Knoxville that warrant further study of their potential for various levels of transit enhancements. Enhancements could range from improved passenger amenities (such as upgraded bus stops and shelters), technological enhancements such as signal



priority which would allow buses to go faster and stay on time, or physical improvements such as designated bus lanes. Designated bus lanes could be simply striped and signed to be fully grade-separated. Bus Rapid Transit (BRT) systems create a rail-like service using buses and roadway improvements. The implementation of streetcars or light rail transit would also be a possibility, provided that such improvements are warranted by transit demand. Nationally, transportation legislation is emphasizing high capacity transit corridors including BRT and Light Rail. It is important the Knoxville region and its leaders position themselves to be able to take advantages of future funding opportunities when they become available.

Consideration of local land use in the corridors is closely related to the potential for transit enhancements. The existing and future population, employment and development density of the corridors are important indicators of their potential for enhanced or upgraded transit service, including the potential future implementation of BRT or light rail services. In addition, the benefits of transit-oriented development (TOD) are an important component of support for higher capacity transit services. TOD, which includes higher density, mixed-use developments with specific transit-oriented elements, is an attractive and up-to-date form of development that adds a modern touch to traditional neighborhood planning. In addition to considering existing right-of-way conditions, transit services and ridership, the corridor analysis examines the local land use and potential for TOD in each corridor. Further analysis, including a feasibility study and potentially an alternatives analysis based on the FTA’s New Starts criteria, is the next step in determining which corridors have the greatest potential for supporting higher capacity transit services in the future.

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