

LOUDON COUNTY

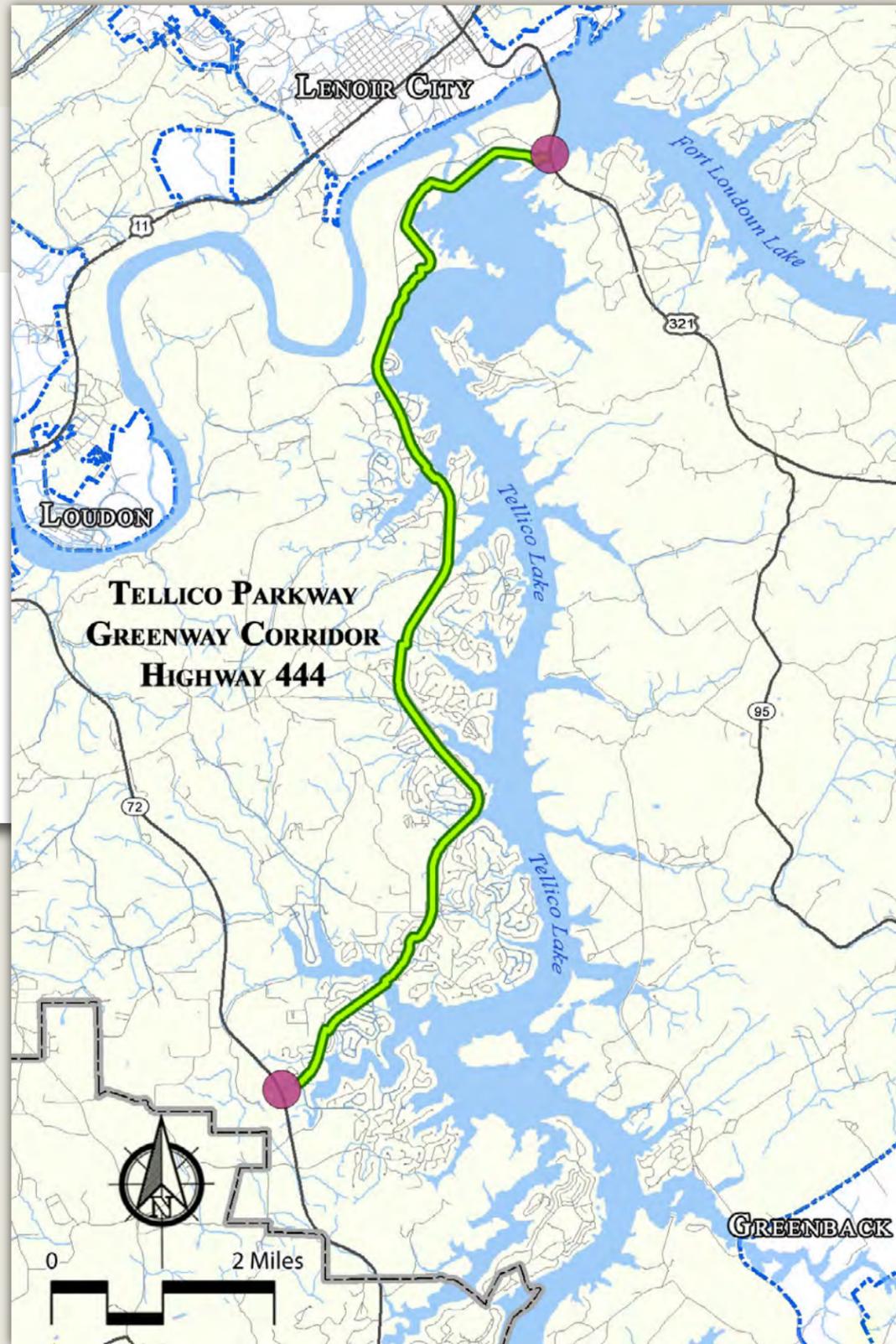
TELLICO PARKWAY GREENWAY

CORRIDOR PLANNING STUDY

NOVEMBER 2015



RAGAN SMITH



ACKNOWLEDGMENTS

In developing the Tellico Parkway Greenway Master Plan, the Ragan-Smith and Alta Planning + Design team worked closely with the Tellico Parkway Greenway Committee, Loudon County Economic Development Agency, Tellico Village POA, Tennessee Valley Authority, Tellico Reservoir Development Agency, and Community Stakeholders who participated in public input meetings. This plan could not have been possible without the time and efforts put forth by these participants.

RAGAN • SMITH



The Tellico Parkway Greenway Committee deserves special recognition for its dedication, leadership, and input into developing this corridor planning study.

Committee members include:

- *Pat Phillips - Loudon County Economic Development Agency*
- *Henry Cullen - Loudon County Commissioner (Honorary Member)*
- *Tracy Blair - Loudon County Director of Budgets*
- *Bob Martin - Tellico Village Property Owners Association*
- *Jeff Gagley - Tellico Village Property Owners Association*
- *Terry Droogan - Tellico Village Property Owners Association*
- *Nicole Curtis - Loudon Utilities*

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The Tellico Parkway Greenway Committee has recognized the value a greenway trail system can contribute to its community and the surrounding region.

Based on our project reconnaissance, the historical background of this region and feedback from project stakeholders, the following project goals were established for the Tellico Parkway Greenway:

Transportation:

- Provide safe travel routes for pedestrians and bicyclists along Tellico Parkway.
- Examine the possibility of electric vehicle travel on portions of the Greenway Corridor.
- Provide safe crossings and well-designed intersections between different modes of transportation.
- Connect to the Regional Transportation Plan of Loudon County and surrounding areas.

Connect to the Surrounding Community & the Natural Environment:

- Connect neighborhoods to the surrounding amenities, parks, retail and business establishments, institutions, and public facilities.
- Identify opportunities for connecting spur and loop trails off of the main greenway.
- Link routes of travel to different types of land use to increase walking and biking opportunities and reduce the requirement for car travel.
- Provide comfortable places along the greenway for social interaction, enjoyment of the natural environment, and visual vistas.
- Provide a multi-use trail that encourages healthy activity and outdoor opportunities.

Encourage Economic Growth & Increase Property Value

- Encourage greenway connections to places of commerce.
- Provide a positive experience for visitors using the greenway, to encourage investment in the local economy, and encourage future investments in the area.
- Add an amenity to the existing and proposed homes that will increase property value.



Tellico Parkway Corridor History

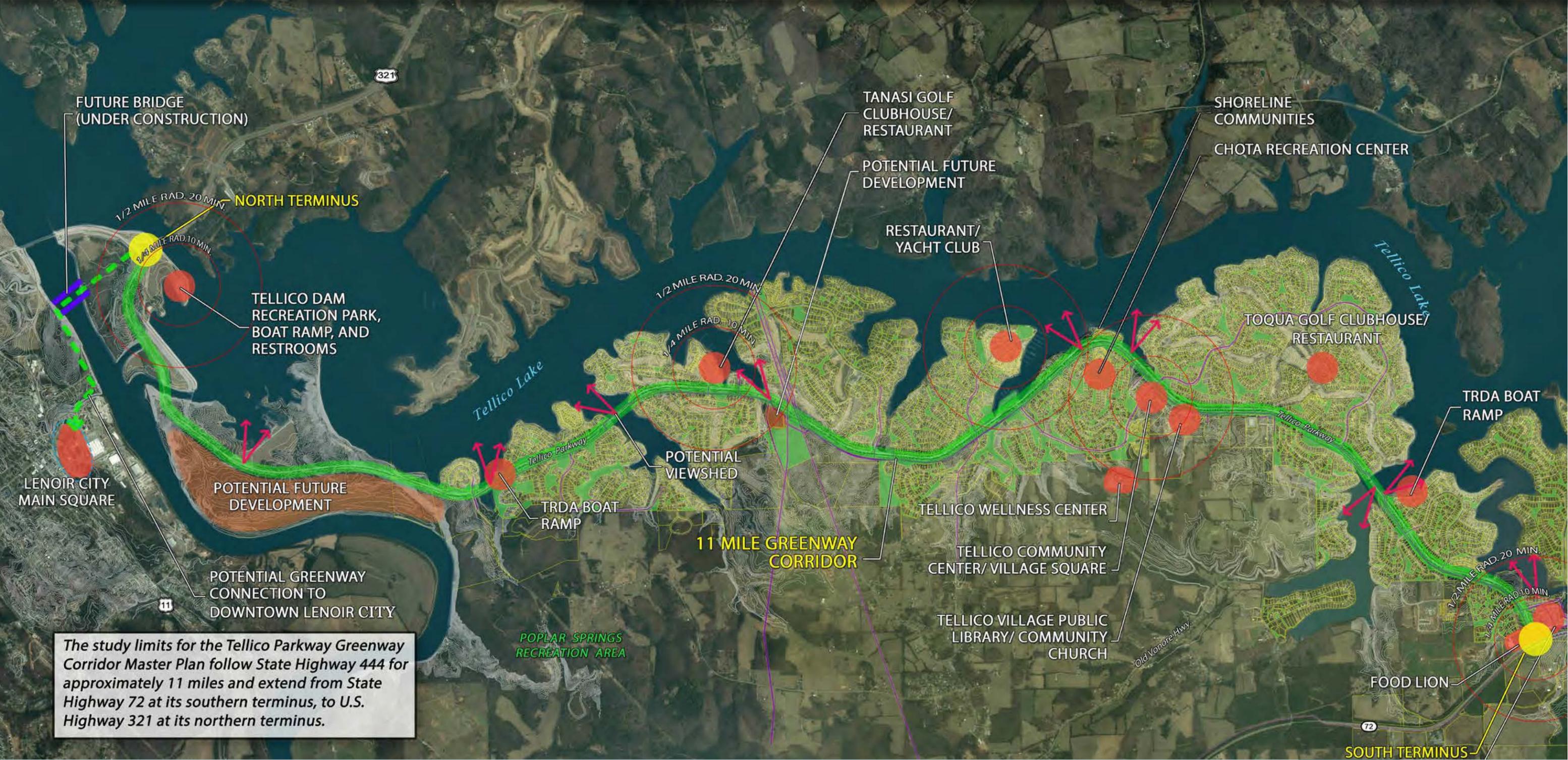


Long before Tellico Parkway, the Cherokee Indians called this area home and utilized the Little Tennessee River as a major resource for food and transportation. The Cherokee had numerous villages located along the shore of the Little Tennessee River, and today, many streets in the Tellico Village community are named after those former Cherokee villages.

The Tellico Village planned residential community started as more than just a real estate development. It was a part of a larger plan to bring jobs, higher income, and economic growth to Loudon and surrounding counties in the 1960s. The Tennessee Valley Authority (TVA) fostered the program that would use the shoreline lands of the proposed Tellico Lake for residential, commercial, and recreational development, with the majority of the revenue being invested back into the local community. After the creation of Tellico Lake, TVA turned over 11,000 acres of land to the newly founded Tellico Reservoir Development Agency (TRDA) to manage the land for development. In 1984, TRDA selected Cooper Communities to develop a planned residential lakeside community, and in 1986, Tellico Village was established as a premier water and golf community in the southeast.

Today, Tellico Parkway (Highway 444) functions as the major north-south connector from Highway 72 to Highway 321, serving over 7,000 residents of the Tellico Village Community, while also connecting to Tellico Dam Recreation Area and Lenoir City. The Tellico Parkway Greenway will serve to provide a much needed pedestrian and bicycle linkage along this important corridor.

Project Limits - Study Area



The study limits for the Tellico Parkway Greenway Corridor Master Plan follow State Highway 444 for approximately 11 miles and extend from State Highway 72 at its southern terminus, to U.S. Highway 321 at its northern terminus.

Master Plan Process

The Master Plan process has included several steps to ensure a complete evaluation of opportunities and constraints existing along the Tellico Parkway Greenway Corridor and to capture input from the project team, corridor stakeholders, and the surrounding community. A general outline of the process includes the following steps:

- May-Sept 2015: Survey of existing conditions, several reconnaissance and research visits.
- May 8, 2015: Meeting with Tellico Parkway Greenway Committee to review electric vehicle route options as mapped by previous Tellico Village POA study.
- May 22, 2015: Project kick-off meeting with the team to establish the planning process and general goals.
- June 1, 2015: Greenway concept review meeting with TDRA and TVA.
- June 12, 2015: A public workshop and stakeholders review meeting to review concepts and generate feedback.
- Stakeholders Present: *Greenway Committee Members
TVA Representatives
TRDA Representatives
Tellico Village POA Representatives
Loudon Utilities Representatives
TDOT Representatives*
- June 23, 2015: TDOT Region 1 meeting to review greenway concept and potential crossing options for Tellico Parkway.
- July 7, 2015: Greenway and Tellico Village POA Board progress and feedback meeting.
- July 15, 2015: Public presentation of the Preliminary Master Plan and workshop with project stakeholders to review the master plan findings. This meeting engaged feedback from over 100 participants including local residents, community stakeholders, and design team members.
- August 14, 2015: Greenway Committee progress and feedback meeting.
- August-Sept 2015: Revisions based on review and public feedback during the input and workshop meetings.
- August-Sept 2015: Identify grants that could be used for possible greenway development.
- November 2015: Final preparation and public presentation of the Final Plan Documents.

The completed Master Plan will be utilized to pursue the funding, design, and construction of the first phase of the Tellico Parkway Greenway.



Public Input Meetings

Throughout the Master Plan process, stakeholder involvement and feedback were considered a high priority. Several workshops and public input meetings were held to discuss the project goals, review design concepts, and to gather public input which proved invaluable in the planning process. The following is a summary of documented input for the Tellico Parkway Greenway Corridor. These suggestions have helped to shape the development of the Master Plan Documents.

Transportation:

- Safe and efficient travel routes for multiple modes of transportation: automobiles and trucks, as well as pedestrians and bicycles are important.
- Accommodation of low-speed electric vehicles (LSEVs) and neighborhood electric vehicles (NEVs) should be considered as an alternative but not a priority.
- Safe intersections and crossings are needed, especially where multiple modes of travel are to encounter each other. Crossings should be limited to a small number.
- Collaboration between TDOT, TRDA, TVPOA, Loudon County, and LUB will be needed for project success.
- Utilizing the existing piers for the greenway at the two bridge crossings is an option: TVA installed them and neither TDOT nor the Knoxville TPO has projected a future use for them.
- In addition to linking Loudon with Tellico Village and Lenoir City, this should be part of a larger Knoxville area regional network of greenway and blueway opportunities, etc. (and will need to be considered in the Regional Greenway Plan and the Long Range Transportation Plan [LRTP]).

Connection to Surrounding Communities:

- Utilize the common areas, internal streets, and road rights-of-ways within Tellico Village as linkage routes to the greenway.
- Potentially reduce traffic speeds on Tellico Parkway.
- Crossing options for bicyclists and pedestrians include at-grade crossings, a bridge over Highway 444, or a tunnel under Highway 444. (At-grade is much more economical, but must be done with safety in mind.)
- The greenway has potential to connect to neighborhoods through footpaths. Toqua and Coyatee neighborhoods have some existing pedestrian trails in place.
- The greenway is a linear park which will include places for stopping, socializing, viewsheds, and other ways to enjoy the natural environment.
- The corridor should address multiple modes of transportation that encourage healthy activity and provide abundant outdoor opportunities.

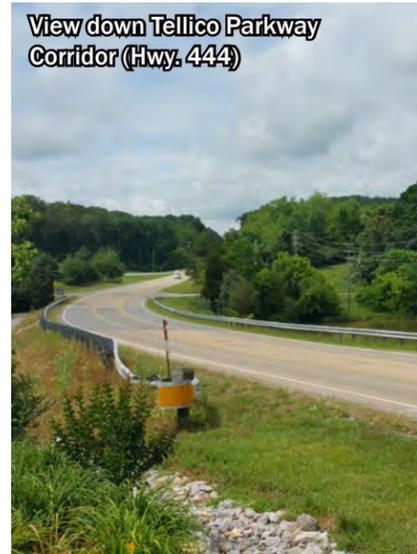
Encourage Economic Growth:

- The greenway should better connect residents and tourists to places of commerce to increase economic activity and lead to new business opportunities.
- The greenway will promote positive experiences for multi-use trail users resulting in increased retail for corridor businesses along the greenway.
- An amenity such as a greenway will enhance the interest in the area and subsequently increase the value of residential and commercial development along the corridor.
- The greenway brings eco-tourism opportunities to Tellico Village and the surrounding areas.

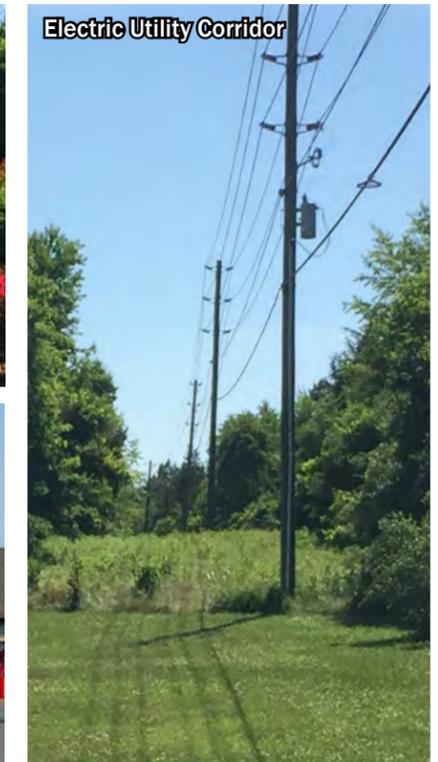
General:

- Create a strong separation from greenway and existing golf cart paths.
- Design the greenway with safety and crime prevention in mind.
- Provide wayfinding and educational signage along the greenway.
- Provide places along the greenway that capture views of the natural beauty found along the corridor.

Existing Corridor Elements



The Tellico Parkway Corridor is rich with existing design elements and points of interest. The Tellico Parkway Greenway will connect these element while also providing visual and social places of opportunity.



Early Environmental Screening



TENNESSEE DEPARTMENT OF ENVIRONMENT AND CONSERVATION

Griggs & Maloney, Inc. conducted an early environmental screening consisting of a preliminary records check and a visual observation of the proposed Tellico Parkway Greenway Corridor to provide a basis for developing or refining alternatives in a study for a National Environmental Policy Act (NEPA) document.

Cultural & Historical Sites

- There are 90 recorded historic sites and buildings or potential historic sites and buildings located within 1,000 feet of the Tellico Parkway Greenway Corridor.
- All but one of these historic and potential historic sites and buildings are located within Lenoir City's historic downtown area.
- Concern for historic sites and buildings within the Greenway Corridor are low.

Archaeological Sites

- Four recorded archaeological sites are located in or near the Tellico Parkway Greenway Corridor.
- Three lie within a mile of the northern terminus of the proposed Greenway Corridor on existing TVA property. Two of the three sites are known prehistoric mounds and all three potentially contain prehistoric graves. Their current condition is unknown and the precise locations have not been identified by TDECs Division of Archaeology.
- The last known site is a small historic artifact scatter located less than a mile south of the Tanasi Golf Clubhouse.
- Field investigation will be required for compliance with Section 106 of the National Historic Preservation Act.

Threatened & Endangered Species

- Several state and federal listed threatened and endangered species, both animal and plant, were identified as being in the area of the Tellico Parkway Greenway Corridor by regulatory agencies.
- TWRA has indicated concern for the bald eagle and requested a survey to identify any nests within the project area.

Impaired Waters

- The waters of Tellico Lake are considered to be impaired under Section 303(d) of the Clean Waters Act based on data from 2012.
- However, there is little concern that the Tellico Parkway Greenway will be affected by this condition or for the Greenway to further impact Tellico Lake, provided proper stormwater management practices are utilized.
- No wetland areas identified.

The initial proposed greenway route does not appear to be greatly impacted by the early environmental screening. Further field investigation and environmental review will be required during the design and engineering stages of the project.

See the Early Environmental Screening: Preliminary Records Check Report for the Tellico Parkway Greenway, Loudon County, Tennessee, July 31, 2015, prepared by Griggs & Maloney, Inc. Engineering and Environmental Consulting for specifics.

Summary of Analysis

All findings in the Inventory & Analysis process were considered and taken into account during the design phase of the Tellico Parkway Greenway Master Plan.

Population Density

- According to the 2010 U.S. Census, 48,556 people reside in Loudon County, Tennessee, for an average density of 3.25 people per acre.
- Most of the density in Tellico Village is located on the east side of Tellico Parkway.
- The largest density of population is located in downtown Lenoir City, just to the north of Tellico Parkway.

Slope Analysis

- Slopes in the Tellico Parkway Corridor range from 0 percent to greater than 25 percent.
- Most of the Greenway Corridor has manageable slopes.
- Areas with steep slopes can create challenges. The greenway may require earthwork and switch backs to navigate an accessible route in areas with steeper slopes.

Hydrology

- The major obstacle will be at bridge crossings. Existing bridge piers may possibly be utilized at two of the major waterway crossings along the corridor.
- The Tellico Parkway Greenway Corridor is out of the 100 year flood zone according to current GIS/FEMA mapping.
- Tellico Lake is a major amenity for the greenway trail and its future users. Blueway connections (kayak and canoe launches) may provide an additional form of transportation along the corridor.

Hydrological Soil Groups

- Minimal effect on greenway design.
- Most soils within Tellico Parkway Greenway Corridor are well drained or moderately well drained.
- Good conditions for infiltration of stormwater exist.
- No wetlands have been identified through current mapping. Further site investigation will be needed during Phase One.

Forest Coverage

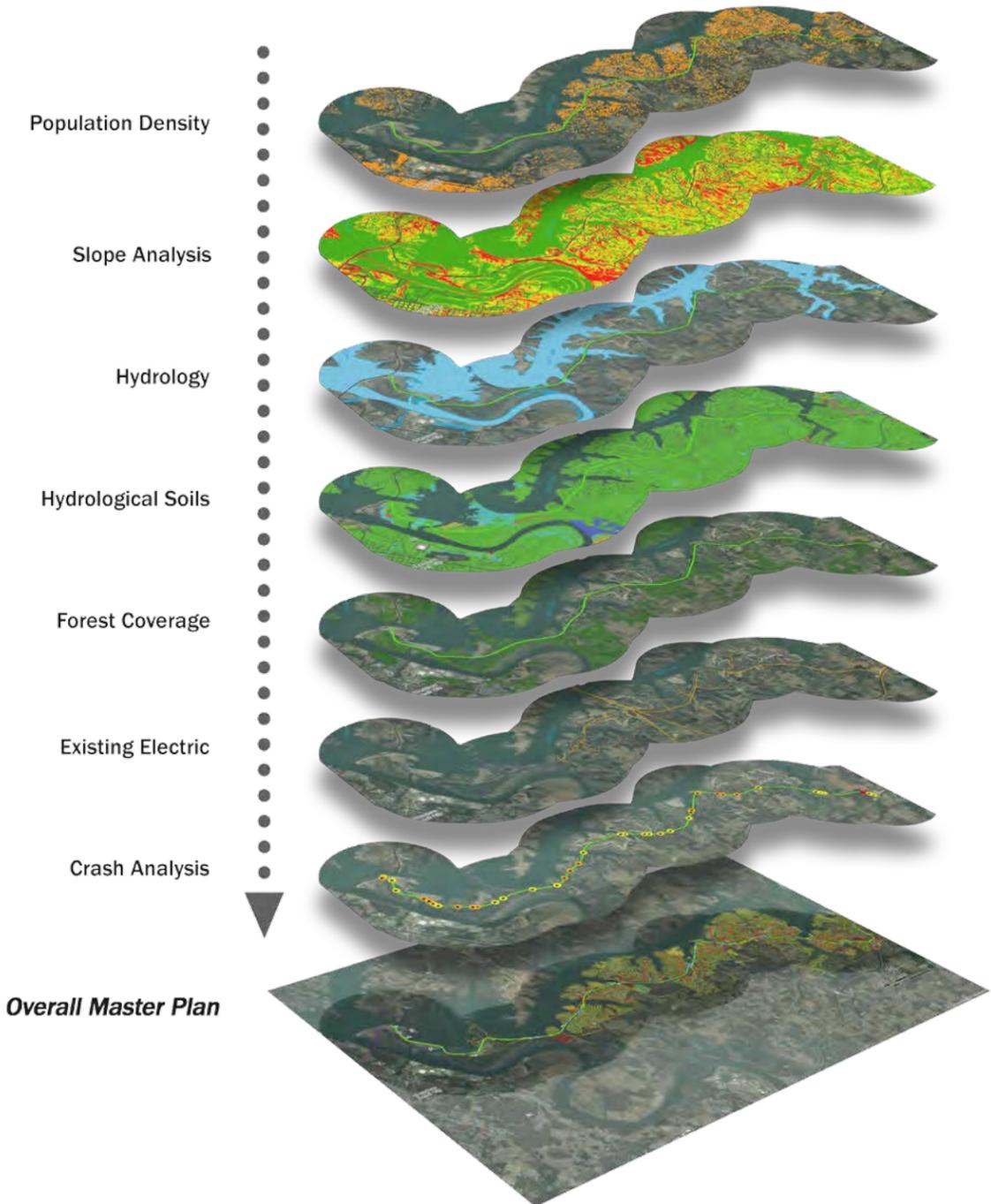
- The Greenway Corridor has a mixture of wooded and open meadow areas.
- Parts of the greenway will be setback from the road with existing stands of trees acting as a screen between bikes, pedestrians, and automobiles.

Existing Electric

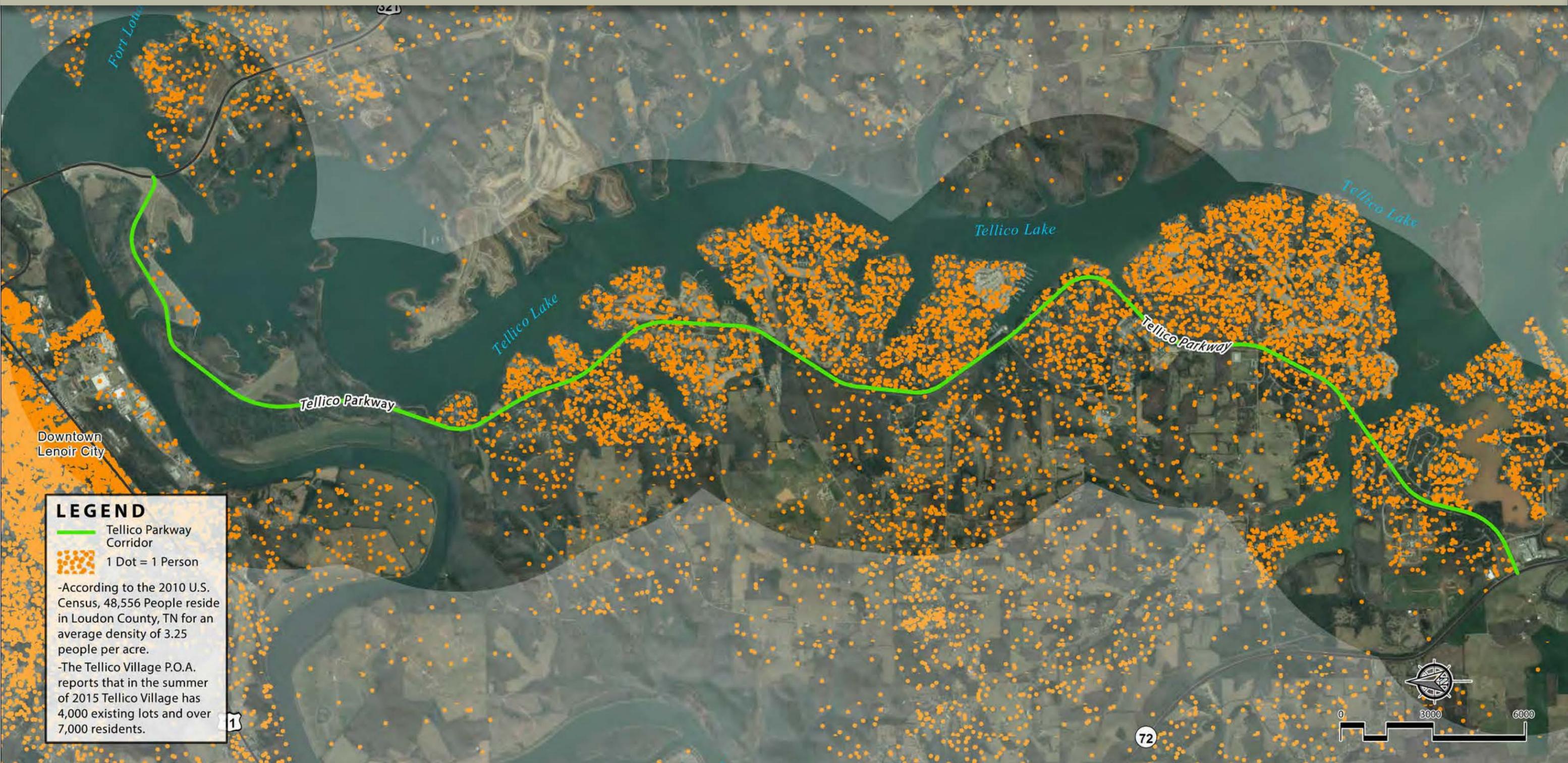
- Existing overhead electrical lines provide a clear path for the greenway route in some areas. This approach has limitations due to the existing slope that the electrical lines currently follow. It also has a negative visual impact on greenway users.
- There appears to be minimum conflict with the greenway route and existing utility lines. Further study will be required during design phase of the greenway.

Crash Analysis

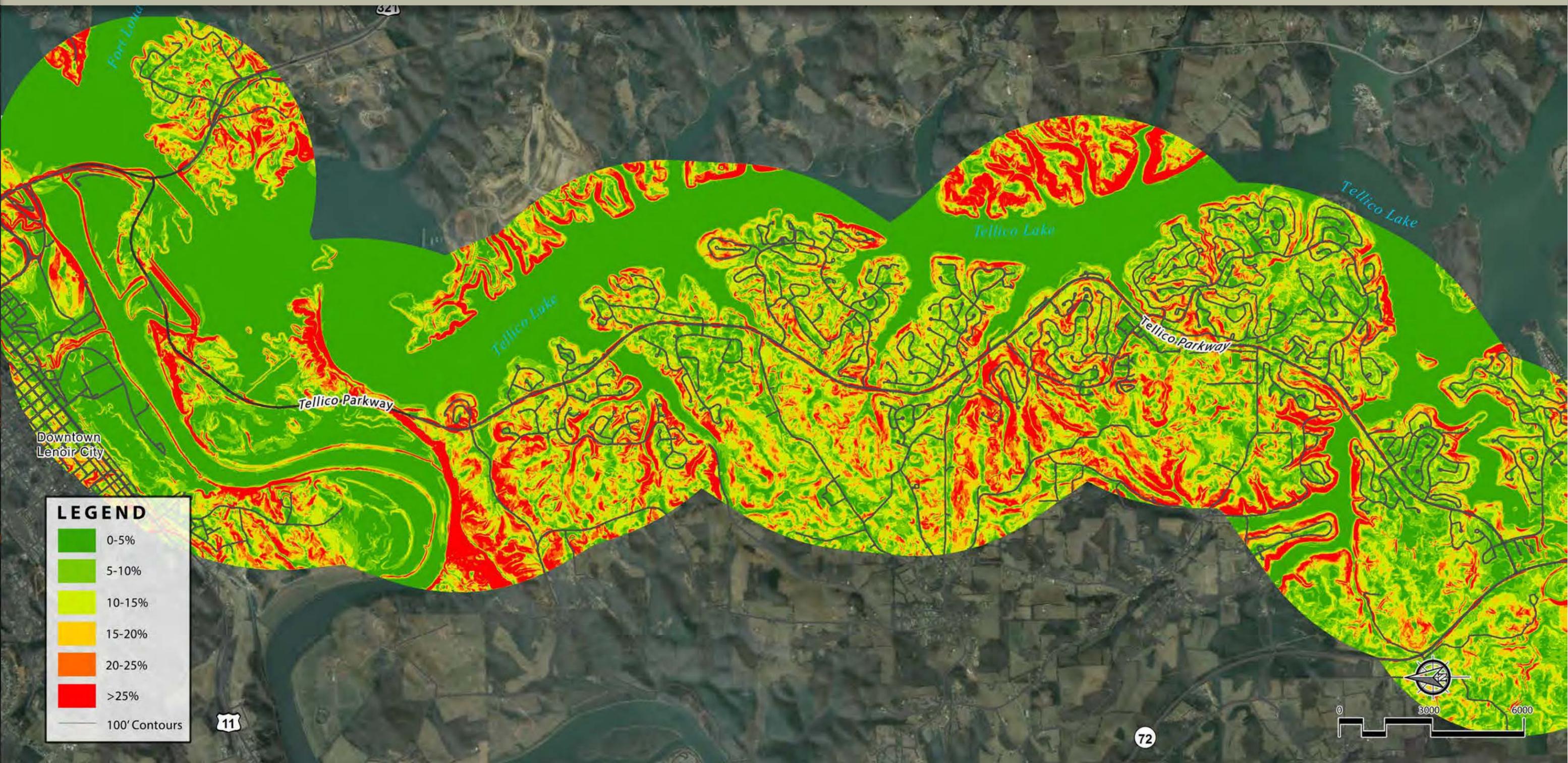
- According to data provided by TDOT, there were 108 accidents along Tellico Parkway from 2012-2014.
- 58 accidents were caused by deer.
- The number and the location of at-grade greenway crossings of Tellico Parkway will require careful evaluation and design.



Population Density Analysis



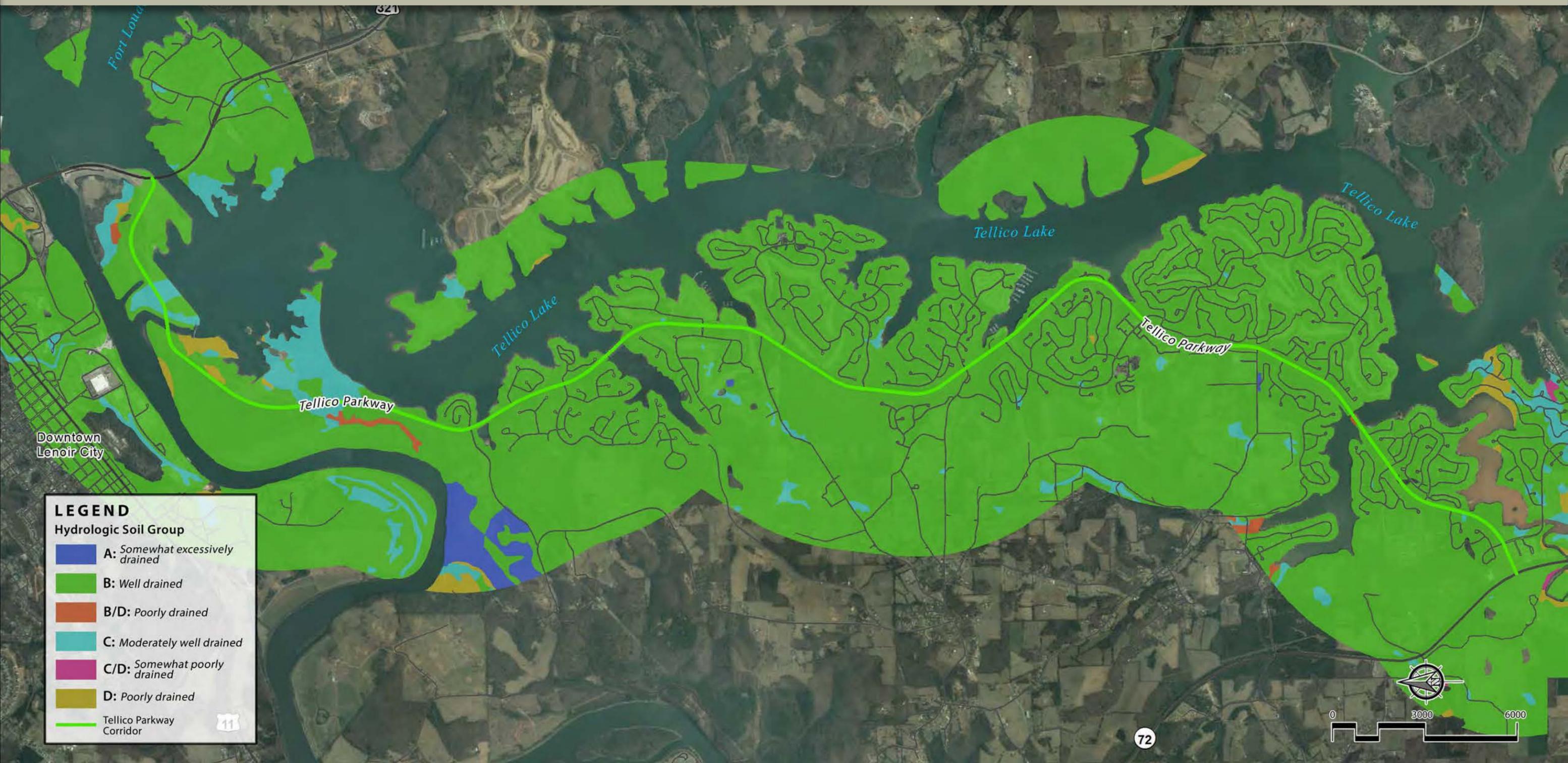
Slope Analysis



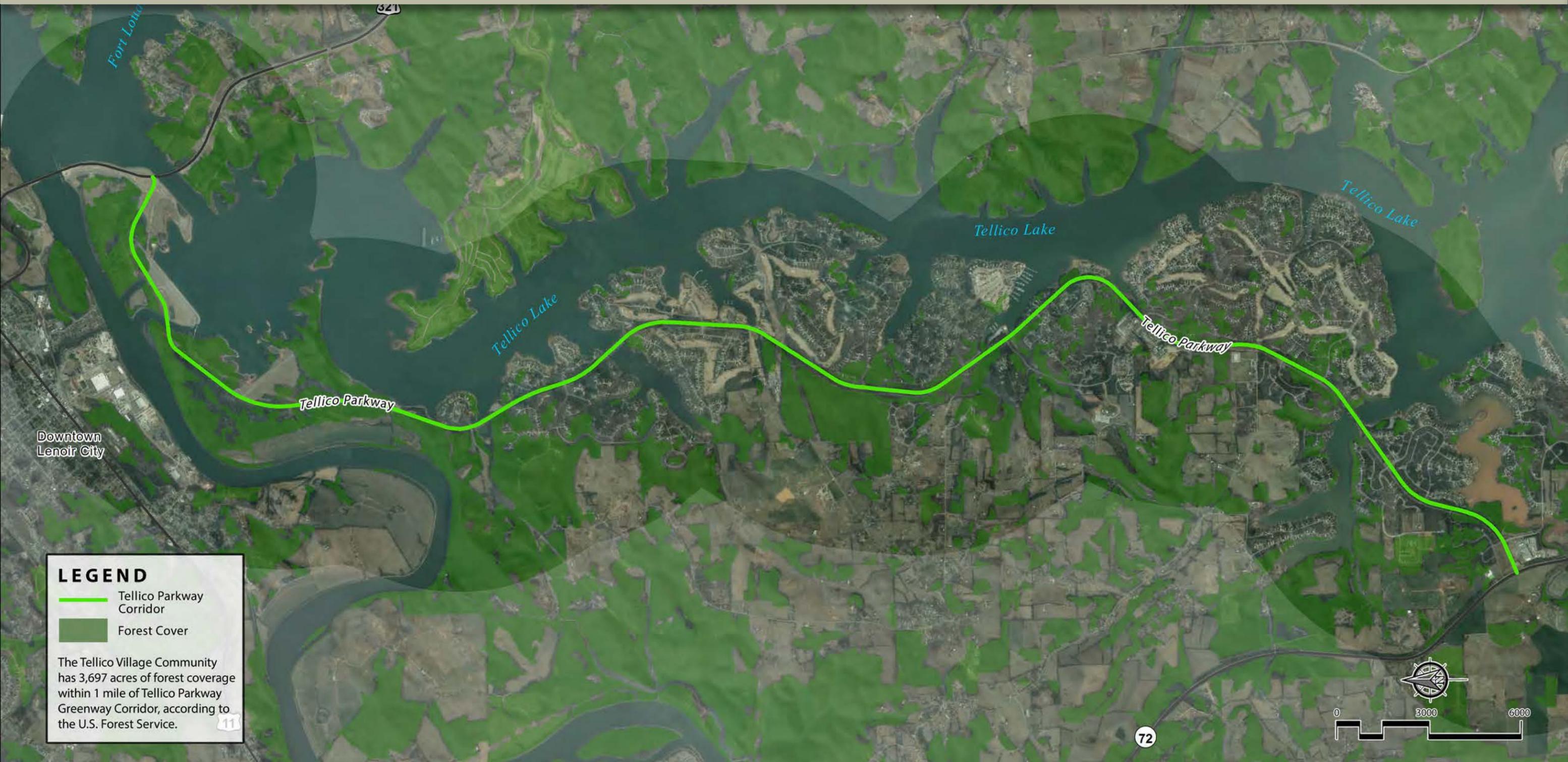
Hydrology Analysis



Hydrological Soils Analysis



Forest Coverage Analysis



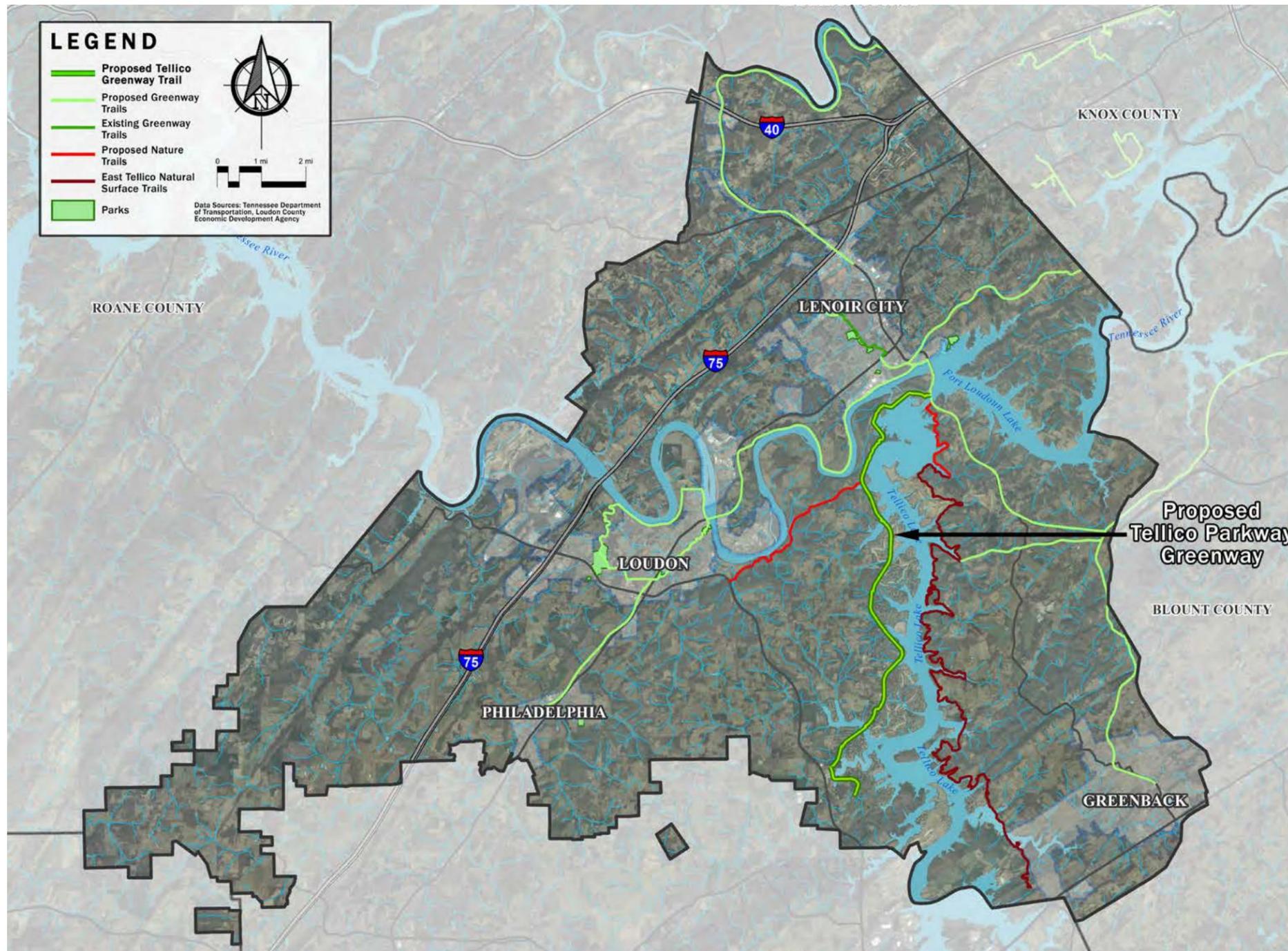
Existing Electrical



Traffic Accident Analysis

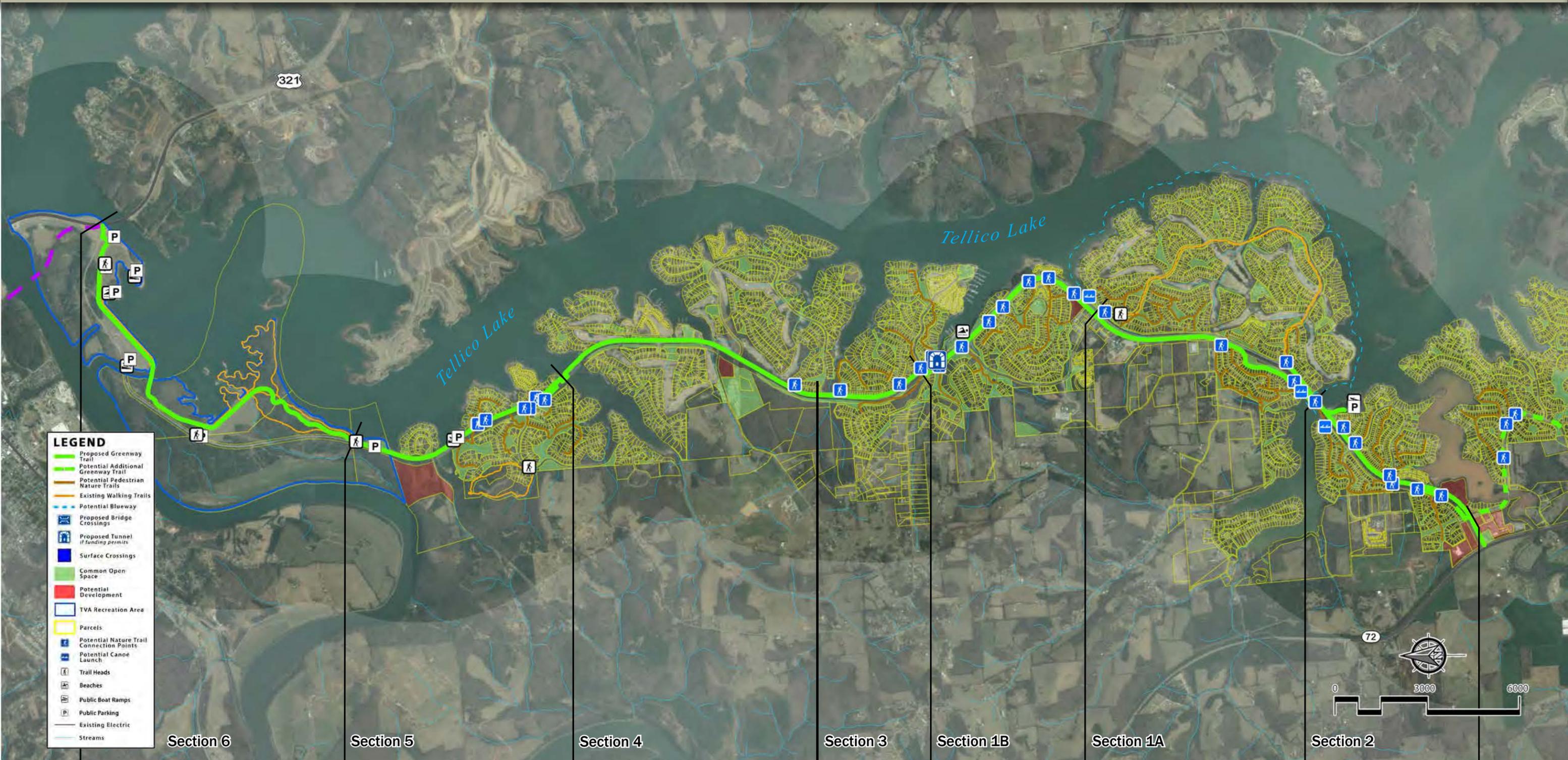


Regional Connection

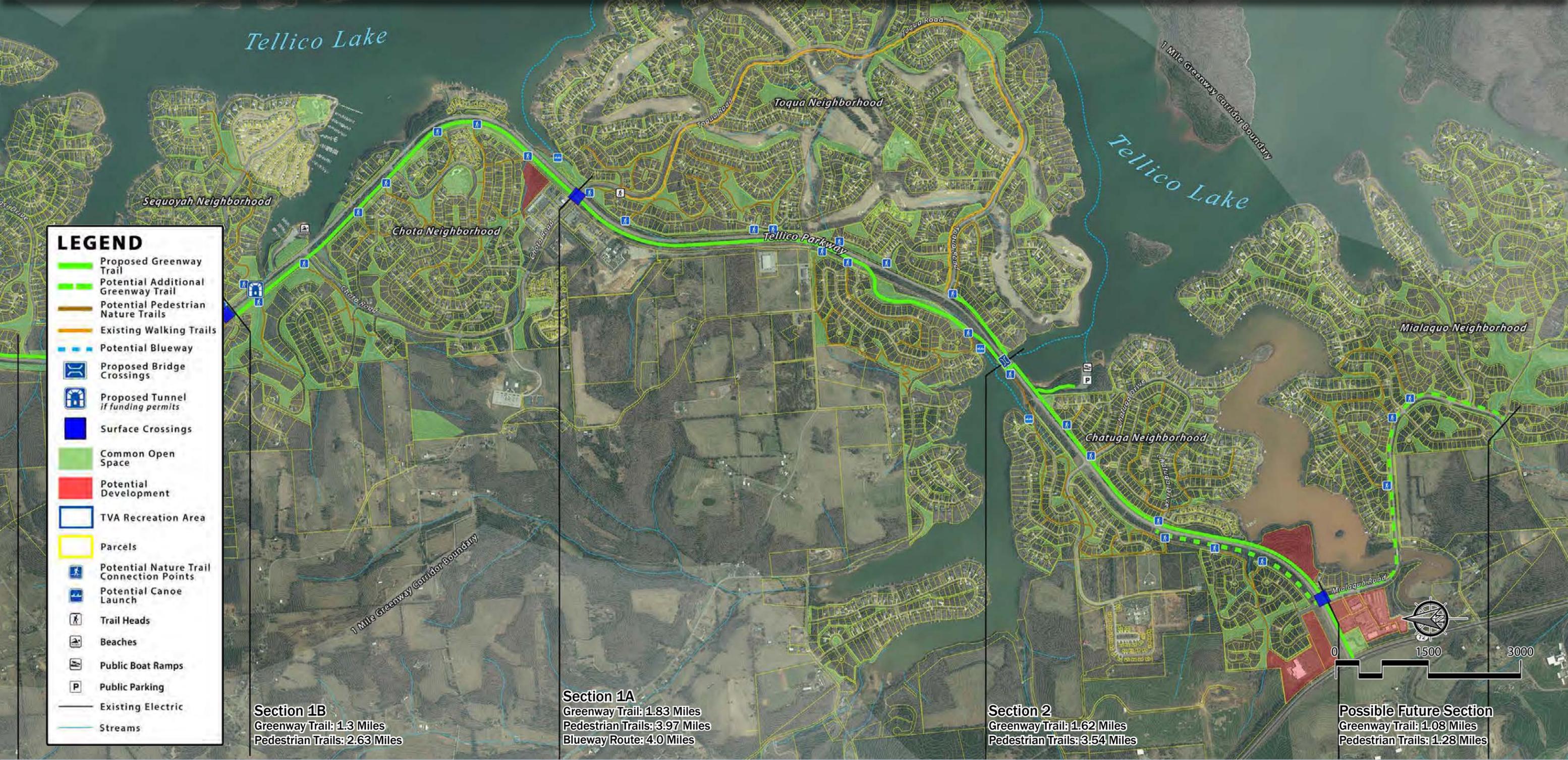


- The Tellico Parkway Greenway will not exclusively serve the immediate surrounding neighborhoods of Tellico Village, it will be a portion of a larger network of greenways in an effort to link pedestrians and bicyclists in Loudon County with the surrounding region.
- Linking the Tellico Parkway Greenway with greenways in Loudon County, and eventually to greenways in Knox County and Blount County, will have numerous social, economic, and wellness benefits for Loudon County and the region.
- Connecting to Lenoir City and its existing and proposed greenway network is of primary importance on a regional level. Travel routes for pedestrians and bicyclists across the new bridge from Bussell Island and the Tellico Dam Recreation Area to the south side of Lenoir City are very important.
- The East Lakeshore Natural Surface Trails provide more than 30 miles of hiking opportunities on the east side of Tellico Lake. These trails are in close proximity to the Tellico Parkway Greenway Corridor. Provisions to link the two together should be considered within the Regional Greenway/Trail Network Plans.

Overall Master Plan - Proposed Greenway Route



Proposed Greenway Route: Sections 1-2



Proposed Greenway Route: Sections 3-4



Proposed Greenway Route: Sections 5-6



LEGEND

- Proposed Greenway Trail
- Potential Additional Greenway Trail
- Potential Pedestrian Nature Trails
- Existing Walking Trails
- - - Potential Blueway
- Proposed Bridge Crossings
- Proposed Tunnel if funding permits
- Surface Crossings
- Common Open Space
- Potential Development
- TVA Recreation Area
- Parcels
- Potential Nature Trail Connection Points
- Potential Canoe Launch
- Trail Heads
- Beaches
- Public Boat Ramps
- Public Parking
- Existing Electric
- Streams

Section 6
Greenway Trail: 2.74 Miles

Section 5
Greenway Trail: 1.49 Miles
Pedestrian Trails: 2.78 Miles



Enlargement of Section 1

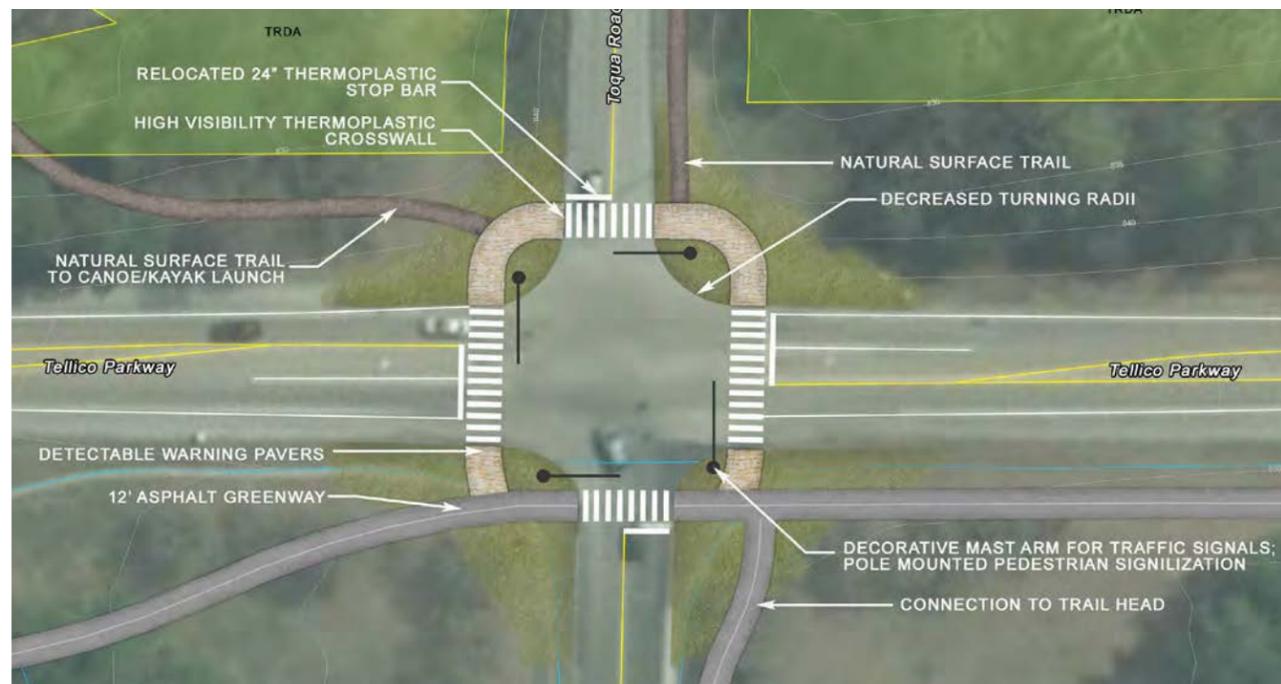


Tellico Parkway - Signalized Intersection Crossing

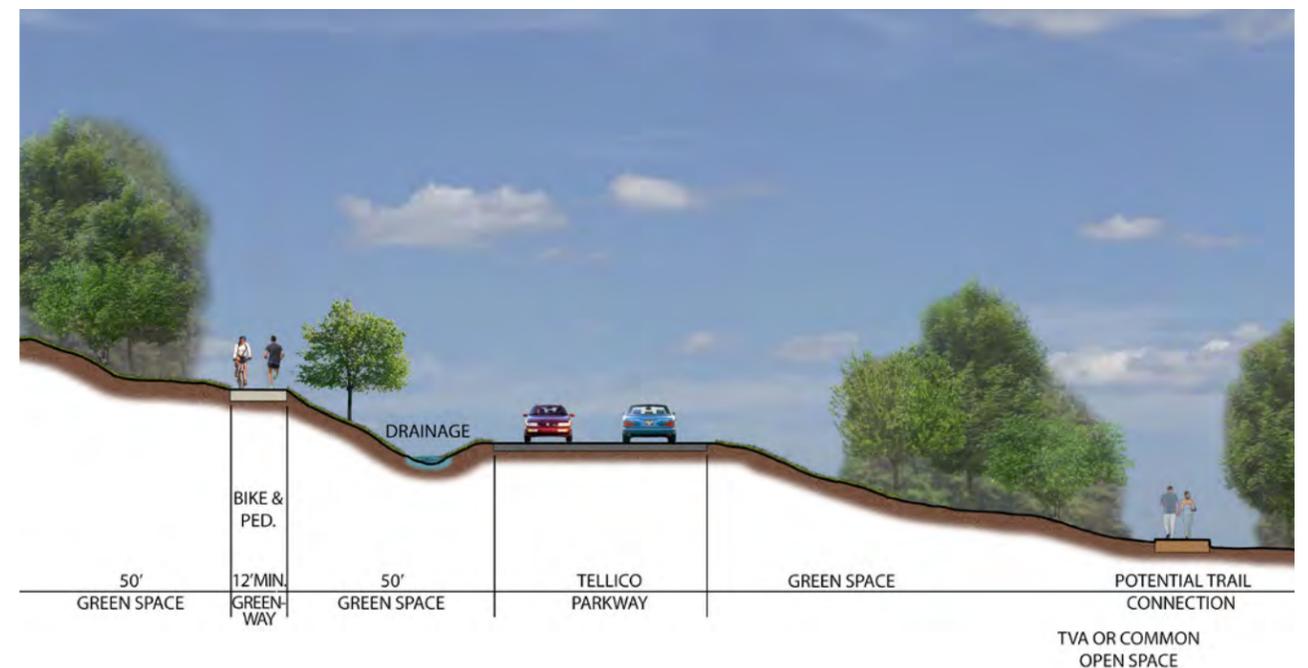


Photo Simulation

- Crossing at the existing signalized intersection along Tellico Parkway takes advantage of traffic signals already bringing automobiles to a stop, and with minimal modifications, the existing signalized intersection would be safe for greenway users to cross Tellico Parkway.
- Providing a crossing at the existing signalized intersection along Tellico Parkway would provide the Toqua neighborhood access to the greenway trail and the Chota neighborhood access to one of the canoe launch points for the blueway system.



Plan View

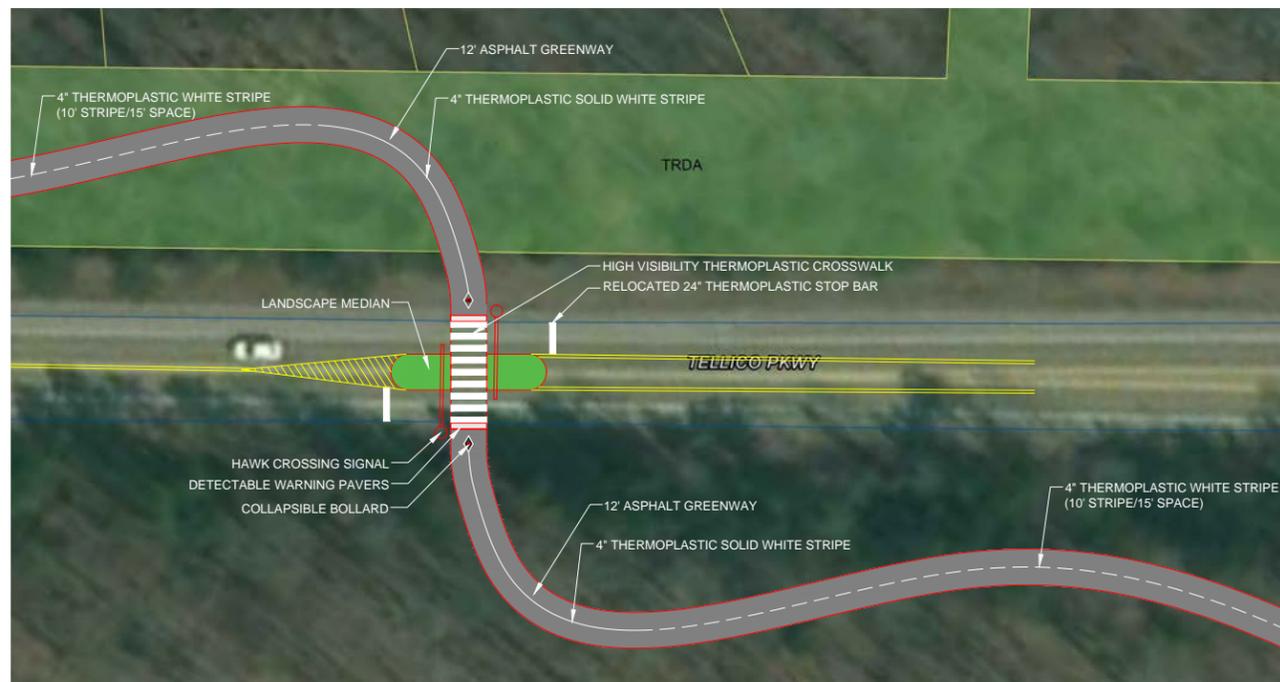


Section View

Tellico Parkway - At-Grade Crossing (Mid-Intersection)

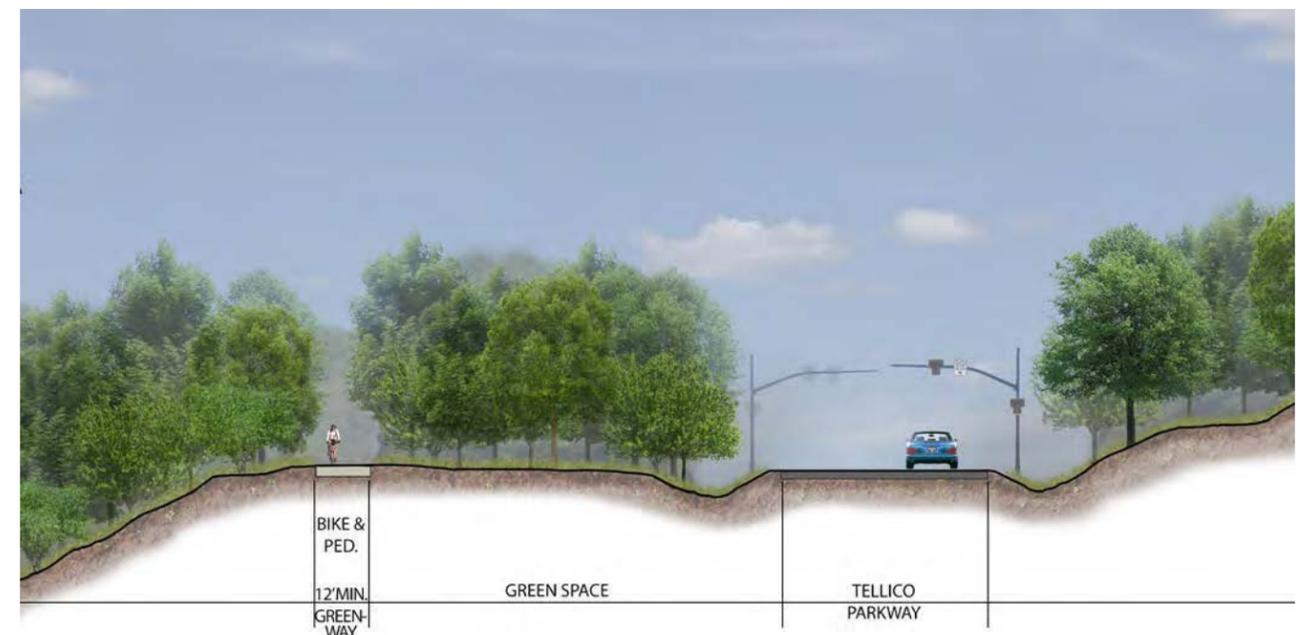


Photo Simulation



Plan View

- At-grade crossings may need to occur along Tellico Parkway between intersections. The travel speeds and traffic volumes make it important to implement the “mid-intersection” crossings with careful design and safety considerations.
- Crossing Tellico Parkway at-grade can be accomplished using a **High intensity Activated crossWalk** system, or HAWK system. A HAWK system provides protected pedestrian crossings by stopping traffic with a signal only as needed. Unlike a normal traffic signal, the HAWK signal remains dark until activated by a user wishing to cross the road. When a user activates the HAWK signal by pushing a button, the signal begins by flashing yellow, then turns steady yellow, and finally steady red over several seconds, then a display will tell the user when it is safe to cross the road.
- A HAWK system will allow greenway users to safely cross Tellico Parkway in an extremely efficient and effective manner.
- Pedestrian islands incorporated into “mid-intersection” crossings can help facilitate safe crossings.
- Crossing signage and signals help alert drivers prior to crossing greenway zones.
- The number and the location of at-grade crossings will need careful evaluation. TDOT has suggested the number of these crossings be kept to a minimum on Tellico Parkway.



Section View

Tellico Parkway - Bridge & Underpass Crossings

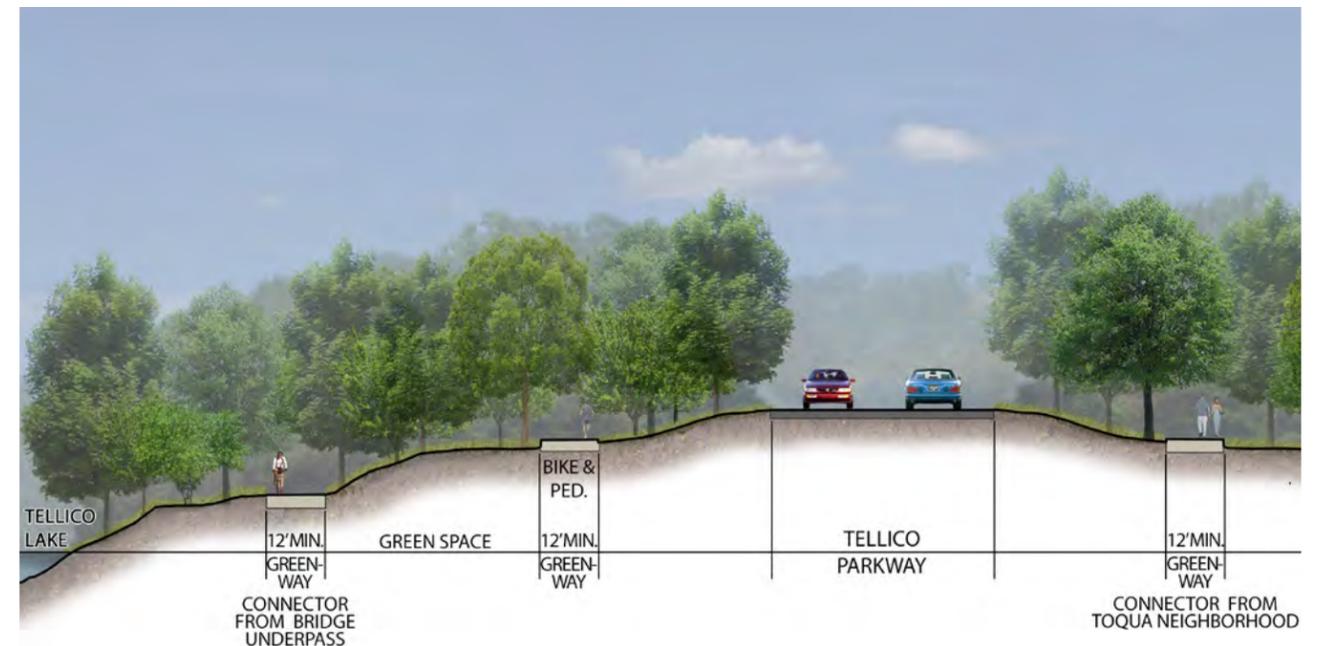


Photo Simulation



Plan View

- Bridge and underpass crossings are key connector points for the Tellico Parkway Greenway. They require large monetary investments but they serve as invaluable assets for the greenway system.
- Tellico Parkway has two existing bridge crossings over Tellico Lake embayments. These crossings have accommodations for automobiles, but not pedestrians or bicycles.
- Adjacent to the bridges are several existing concrete piers that were placed by TVA when Tellico Parkway was built. TDOT and TVA have given preliminary feedback that these piers could serve as possible support structures for separate greenway crossings of the Tellico Lake embayments given that there is no planned widening of these bridges in the foreseeable future.
- The existing bridge infrastructure provides ample space for passage beneath Tellico Parkway. Once bridge crossings are in place, users can access all four corners of the bridge. The combination of bridge and underpass crossings provide a strong visual experience for greenway users.



Section View

Tellico Parkway - Tunnel Crossing



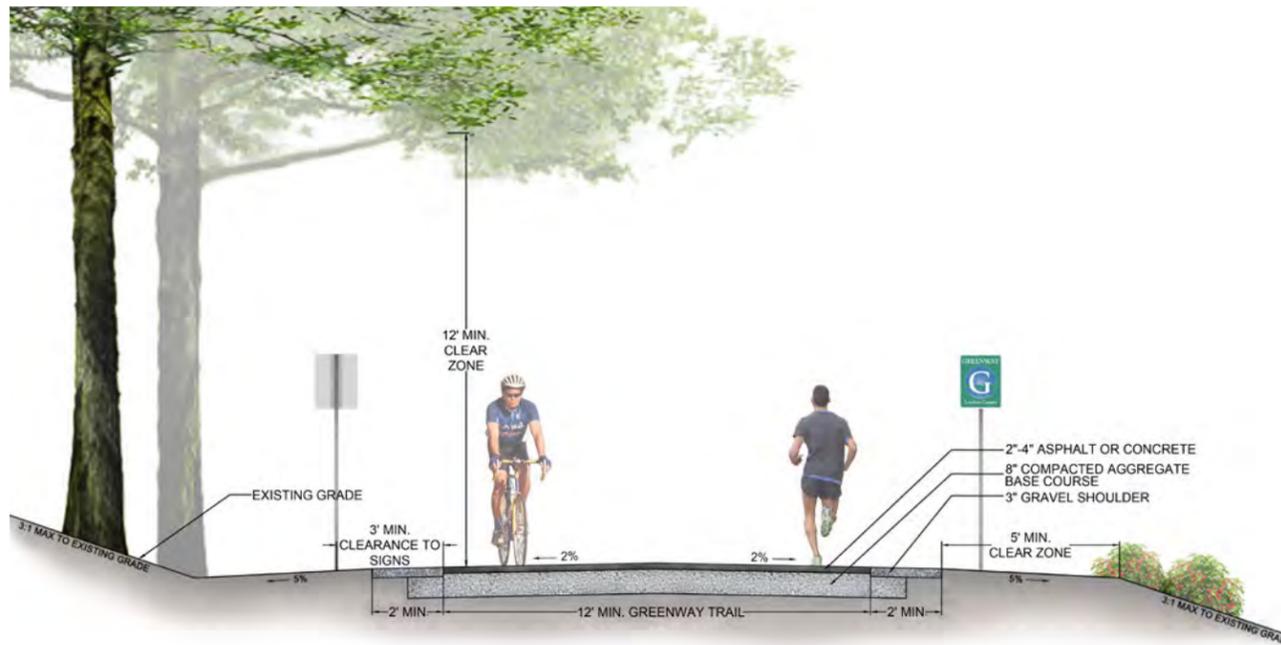
- A tunnel underpass system under Highway 444 could provide a low level of possible conflicts with traffic on Tellico Parkway as compared to at-grade crossings.
- The cost and design complexity of a tunnel underpass would be very high. All work would need to be approved and coordinated by TDOT.
- Designing for proper lighting and drainage will be important elements of any greenway tunnel system.
- There is one location, identified through field survey, between Chota and Sequoyah Road, where existing grades might allow for tunnel construction if the cost was determined to be warranted.
- If funding is available for a tunnel crossing in Section One, the logical placement for this would be between Chota Road and Sequoyah Road intersections.



Greenway Trail Design



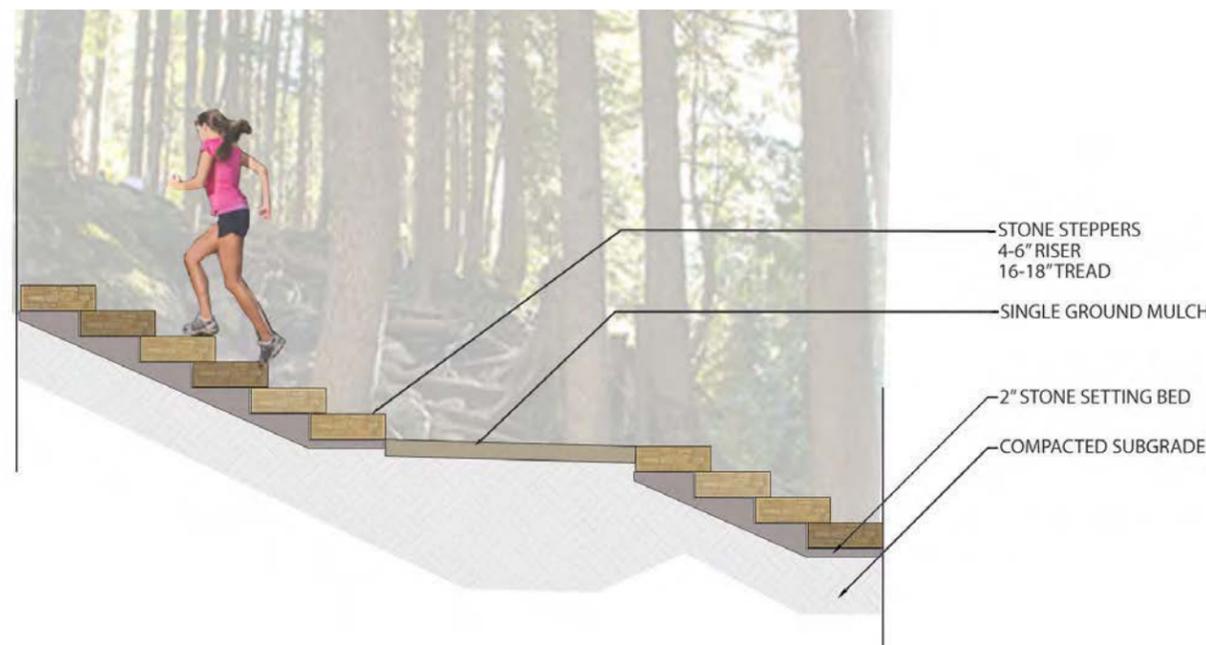
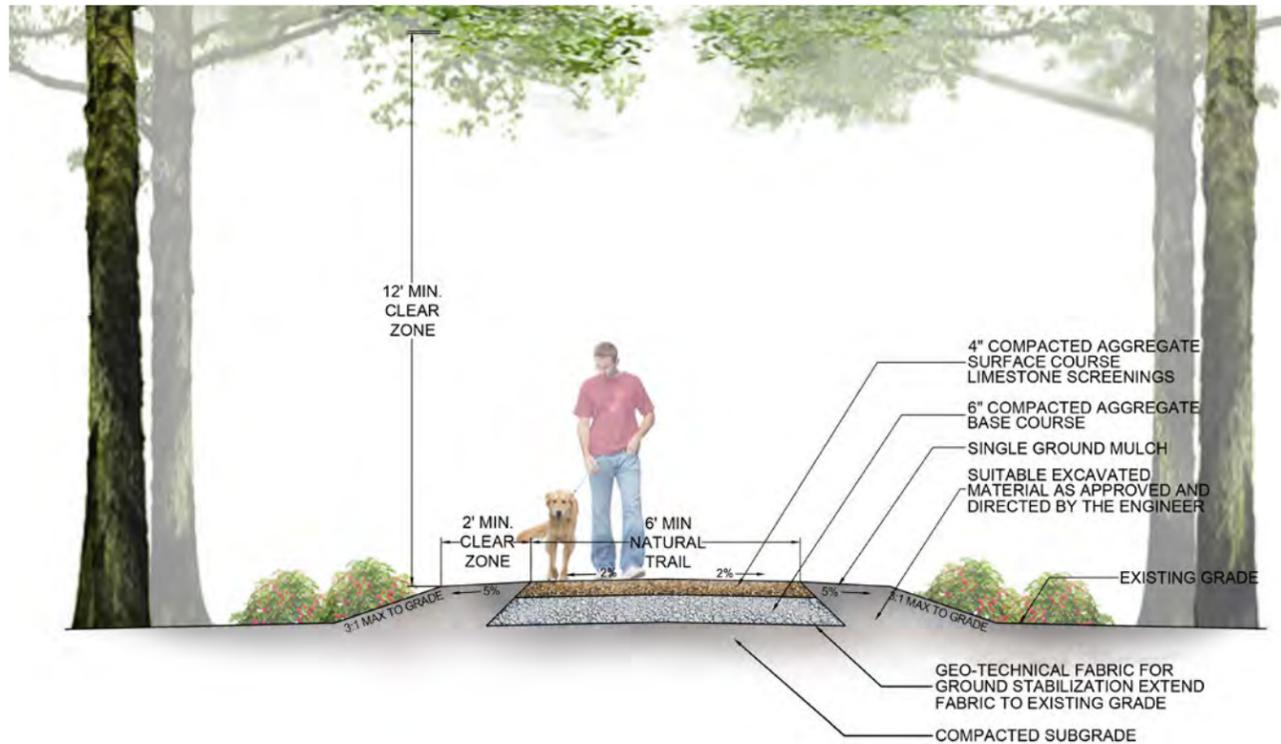
Photo Simulation



Section View

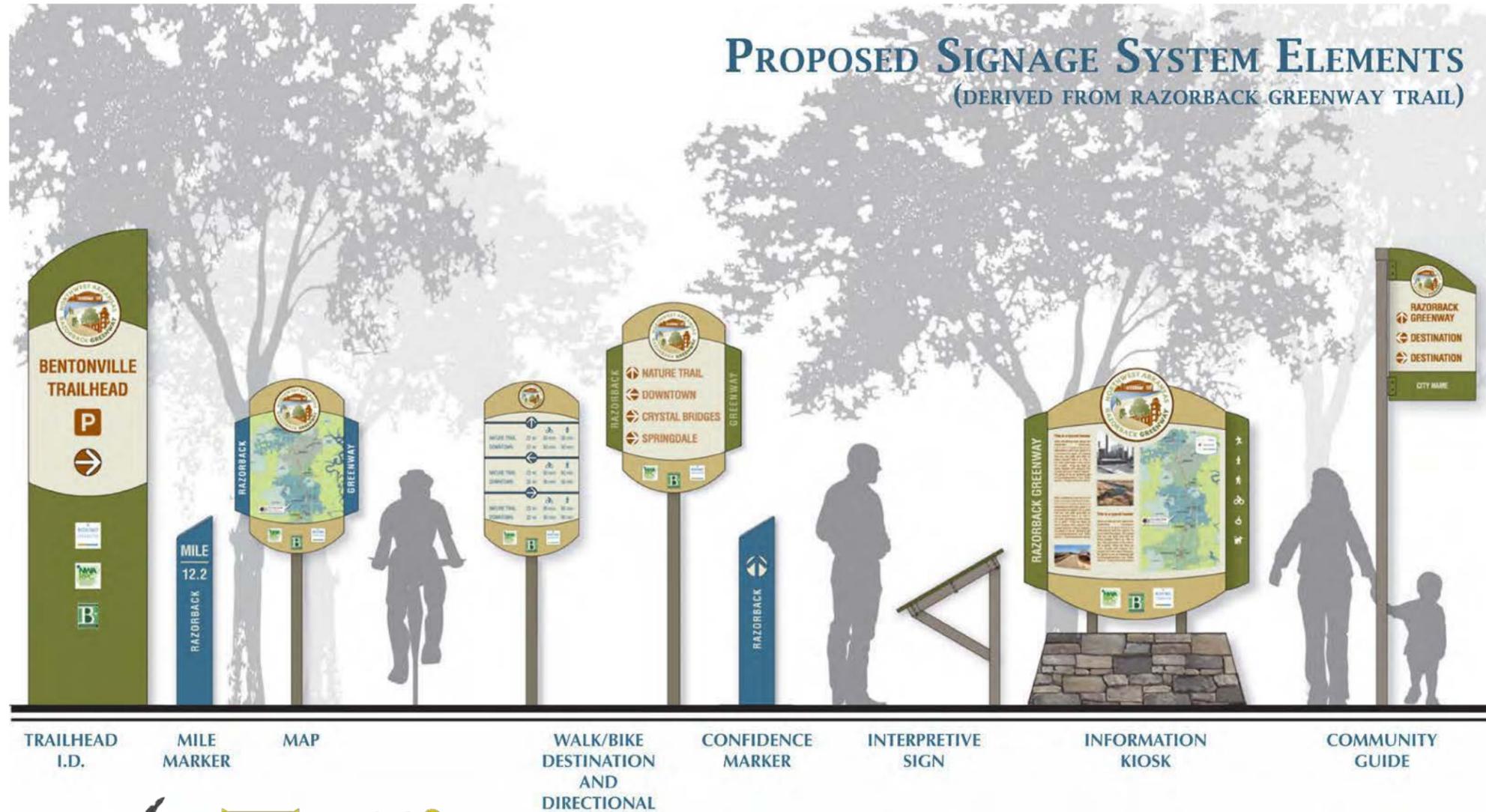
- The Tellico Parkway Greenway is proposed as a shared-use trail. This means it will be designed to accommodate pedestrians, strollers, roller blades, wheelchairs, and bicycles.
- The greenway trail should be designed to meet the Americans with Disabilities Act of 1990 (ADA) guidelines. Current accessibility guidelines establish a maximum running slope of 5% and a maximum cross slope of 2%.
- Limited areas of the trail may be designed to 8.3%, provided there are ramp landings every 30 feet. Handrails may be required on portions of the trail exceeding 5%.
- Portions of the greenway may require construction of an elevated boardwalk or bridge to span areas with poor drainage, excessive slopes, or water bodies.
- Typical greenway trail width is proposed at 12' of hard surface, with 2' shoulders on each side, and 5' of cleared natural area beyond the shoulder.
- Greenway trail distance markers, wayfinding signage, benches, and trailheads should all be considered in the specific design of each greenway section.

Pedestrian Linkage Trails



- The residential and commercial areas adjacent to the Tellico Parkway Greenway will need pedestrian connector trails to link users from adjoining neighborhoods to the greenway trail.
- The Tellico Reservoir Development Agency, TRDA, owns numerous open space parcels throughout Tellico Village. Many of these properties are the common areas at the back of residential lots. These common open space areas are ideal for natural surface pedestrian linkage trails that would connect the different neighborhoods to each other and to the greenway trail.
- Not all pedestrian linkage trails will be designed for multi-use or ADA compliance due to the existing grade and access limitations present in many of the common open space lots. Portions of the pedestrian trails may require steps and retaining walls to overcome the grade and access limitations.
- Pedestrian linkage trails are proposed at 6' wide, with 2' shoulders on each side. Compacted aggregate is a common surface used for this type of trial. Compacted earth and wood chip surfacing may be used on level trail areas that have minimum risk of wash out. Asphalt pavement may be recommended for highly traveled portions of the trail or for areas with erosion risk.

Greenway Signage & Amenities



- Signage examples provided are from the Razerback Greenway Project, used with permission from Alta Planning & Design.
- Customized signage for the Tellico Parkway Greenway shall be developed to match the existing Tellico Village monument signs.

Tellico Parkway Greenway - A Unique Corridor

The existing framework that surrounds the Tellico Parkway Corridor is a combination of beautiful natural areas with nodes of development and recreation amenities. Dramatic views of Tellico Lake are captured at vistas and bridge crossings. The corridor is efficient at moving automobiles and other vehicles but lacks safe and efficient connections for pedestrians and bicyclists. Some of the specific unique aspects of the corridor include:

Existing Right-of-Way Opportunities:

The development of the Tellico Parkway (Hwy 444) and Tellico Village created a corridor with a wide section of right-of-way and significant common open space connections between streets and development areas. This serves as an advantage for designing and implementing the proposed greenway. The wide area of existing right-of-way establishes a clear path for implementing the greenway without an extensive acquisition and easement process, which is frequently a significant cost factor in greenway development.

Connection to Existing Residential Density:

Linkage to the surrounding residential community provides immediate opportunities for a high level of use and appreciation of the greenway. Local residents will immediately benefit from the greenways connections to the Tellico Village commercial districts, community churches, the community library, lakefront facilities, and recreational areas.

Regional Context:

As Loudon County, Lenoir City, and the City of Loudon continue to grow, the Tellico Parkway corridor's importance as a north-south connector between Hwy 321 and Hwy 72 will increase. Tellico Lake connects to the Tennessee River providing a potential blueway connection all the way to Knoxville. The Tellico Lake Recreation Area and two existing public boat ramps are directly linked to the proposed greenway. The proposed greenway also fits with the larger Loudon County Greenway Master Plan as a key expansion of the county-wide network.

Transportation

Tellico Parkway is well suited to function as a multi-modal corridor. Pedestrians and bicyclists could be well served by the proposed greenway within the context of the existing automobile traffic that uses the corridor.

- The primary goal of providing safe travel routes for pedestrians and bicyclists can be achieved with the proposed greenway spine along Tellico Parkway. The first phase of the greenway has been proposed from the southern edge of Toque neighborhood, through the Tellico Village Community Center and village square, and terminating at the Sequoyah Neighborhood. This 3.45 mile segment of the corridor will connect key community elements and utilize existing infrastructure in an efficient manner.
- Several types of crossings have been identified as strong possibilities for the greenway to cross Tellico Parkway (Hwy 444). An at-grade crossing at the signalized intersection at Chota and Toque Roads is an economical and logical crossing. This crossing is suggested as part of Phase One. Two existing bridge underpasses serve as key crossing options along the corridor. One of these is proposed to serve Phase One of the greenway. Mid-intersection crossings with a pedestrian activated signal (HAWK system) could be utilized in-between intersections. These will require careful design considerations and TDOT review and approval. Tunnel underpasses may be an option, but they will create the most design and expense challenge.
- The exploration of alternative routes for Neighborhood Electric Vehicles (NEVs) has been carefully explored. The possible NEV routes have been mapped as a distinctly separate system of transportation to avoid potential conflicts with pedestrians. The NEV routes require different design criteria and, in some cases, connect with different funding opportunities. See the appendix for possible NEV routes.
- Blueway opportunities also exist along the Tellico Parkway Corridor. Prospects for recreational enjoyment of Tellico Lake and its beautiful bays and shorelines can be increased by utilizing existing boat ramps and providing new canoe / kayak launch points that are connected to the greenway. See the appendix for possible blueway routes and blueway design consideration.

Connection to the Community

The greenway will serve as a pleasurable and healthy way to connect people with surrounding places of interest and natural amenities. The primary greenway route runs adjacent to the public activity centers and primary places of commerce in Tellico Village.

- Sections 1A & 1B connect to a large portion of the existing population and community amenities. They also utilize the existing bridge and signalized intersection to maximize initial greenway investment. Extending the existing walking trail along Toqua Road provides good neighborhood access to the greenway.
- Sections 2 - 5 connect to the surrounding neighborhoods of Tellico Village, the commercial node at Highway 72, and areas with good potential for residential and commercial growth.
- Where the greenway is not immediately adjacent to places of destination, the existing street network will serve to link bicyclists to activity centers within the community. Pedestrians will need additional pathways installed as there is no current sidewalk system along the street network.
- Additional sidewalks and pedestrian trails are suggested within development areas and common open space to encourage connection points to the greenway. These will likely be designed and funded as separate trails from the greenway system.
- Existing commercial areas at the south end of the corridor (near the juncture of Hwy 72) and in the community center and village square (at the Chota Road intersection) provide opportunities for the development of trailhead parking.
- TRDA public boat ramps also serve as possible terminus points and parking areas along the greenway. The Clear Creek boat ramp in particular has the capacity to add additional trailhead parking and facilities if funding is available.
- Greenways promote both recreation and health. Walking or biking thirty minutes a day can greatly reduce the risk of heart disease and diabetes, improve mental alertness, and add a sense of well-being. Greenways tend to become a social space for community interaction and a way to link outdoor community events.

Economic Growth & Property Value

Investment into greenway infrastructure has typically been an economic boost to the communities that surround them. Connecting places of commerce to recreational activities can increase business opportunities, especially for retail and restaurant industries. Greenways have also typically increased property values for surrounding residential communities as they are seen as an important amenity and a desirable lifestyle option.

- Feedback from the Tellico Village Property Owners Association indicates that the number one inquiry regarding available amenities for those considering property in Tellico Village relates to walking and bicycle trails. The interest for these amenities has greatly increased over the last several years.
- Greenways tend to increase the time people will spend in a community. With the possible connection to public boat ramps, TVA recreational facilities, and nearby hiking trails, the Tellico Parkway Greenway could become a destination point for visitors wanting a full day of recreational experience.
- Greenways are appealing to families and young professionals. Investing in greenways is investing in an appealing lifestyle that will help insure the future growth of the surrounding community.