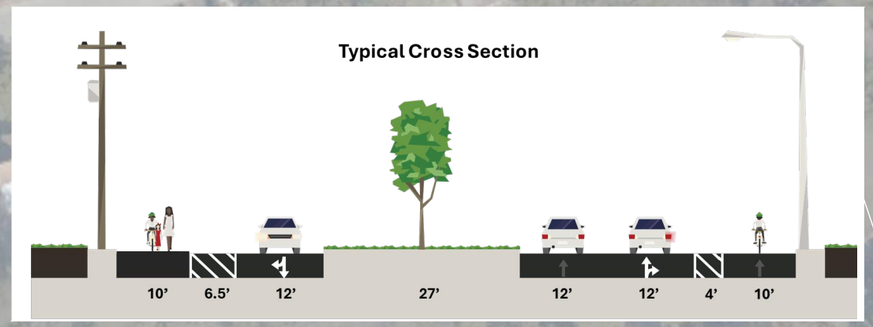


Where feasbile, consider depaving the buffer area to potentially include landscaping, concrete curb, etc.

Retain grass median where utilities exist in the middle. Consider adding additional landscaping trees where feasible.

Better align intersection with median break to facilitate left turns. Remove existing asphalt.

Remove right turn lanes on south side of E. Thompson Lane and convert to buffered bike lane that widens into the 10-foot multi-use path.

Intersection Design By Others

E. Thompson Lane 58-78

Thompson Lane

Briley Parkway (SR 155)

Southlake Drive

Kroger

0 100’ 200’

E. THOMPSON LANE COMPLETE STREETS

NASHVILLE, TN

NDOT

DRAFT

CONCEPT PLAN

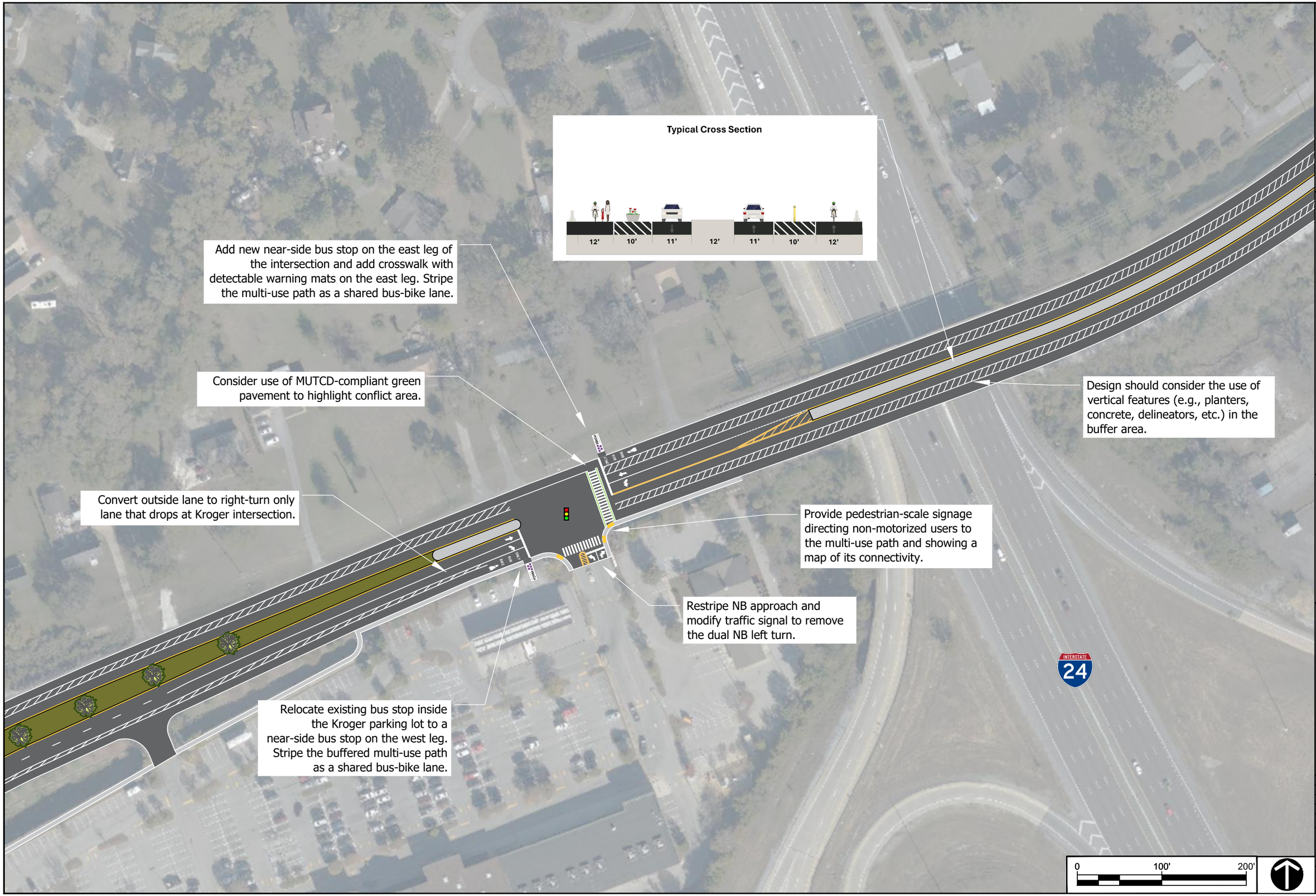
FOR REVIEW ONLY

BURCH TRANSPORTATION

DESIGNED BY:	JLH
DRAWN BY:	KMF
CHECKED BY:	NDOT
DATE:	7/15/2024
BURCH TRANSPORTATION PROJECT NO. 22-1107	

SHEET NUMBER

01



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E. THOMPSON LANE COMPLETE STREETS

NASHVILLE, TN

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CONCEPT PLAN

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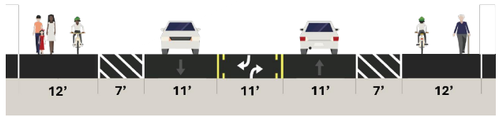
SHEET NUMBER

02

Typical Cross Section



Consolidate driveways where feasible. Consider hardening the buffer area to better delineate driveways and provide additional protection for cyclists.

Remove existing grass medians to improve commercial access.

Construct new far-side bus stop on north leg with new landing. Convert the multi-use path to a shared bus-bike lane.

Stripe outside edge of pavement to delineate multi-use path through areas with open driveway frontage.

Remove existing driveway and construct a far-side bus stop with boarding island to prevent future use.

The multi-use path should be ramped to the new bus stop and boarding island.

Consider extension of curb radii to provide protected intersections for pedestrians and cyclists. Addition of signalized crosswalks would require signal modification.

Stripe the existing shoulder as a bus only lane .

Remove existing grass median and stripe a two-way left-turn lane

Glenrose Avenue

Drummer Drive

0 100’ 200’

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E. THOMPSON LANE COMPLETE STREETS

NASHVILLE, TN

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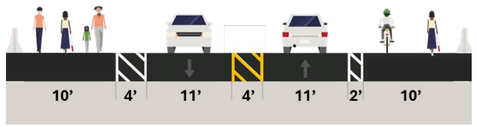
SHEET NUMBER
03

Design process should prioritize a hardened buffer, delineators, centerline hardening, etc. at intersections to prevent vehicles from using multi-use path as informal right turn lane and slow vehicular speeds through turning movements.

Reduce curb radii with depaving or hatching.

Construct far-side bus stops with landings on the north and south legs of E. Thompson Lane. Stripe the buffered multi-use path as a shared bus-bike lane.

Typical Cross Section



Add crosswalks to the north and west legs and add detectable warning mats in the multi-use path buffer area on all approaches.

Consider use of MUTCD-compliant green pavement to highlight conflict areas at intersection.

Consider use of enhanced pedestrian crossing with pedestrian-activated flashers.

Consider depaving or constructing center median islands where center turn lane is not needed.

By narrowing lane and buffer widths, provide a NB left turn lane at Old Glenrose Avenue.

Wimpole Drive

Currey Road

Mill Creek Greenway

Old Glenrose Avenue

Whitsett Park & Playground

0 100' 200'

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E. THOMPSON LANE
COMPLETE STREETS
NASHVILLE, TN

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SHEET NUMBER
04

Where sidewalk exists, utilize outside travel lane and shoulder width to provide buffered bike lane on south side of E. Thompson Lane.

Add far-side bus stop with landing on the north leg and crosswalks at the intersection. Stripe the buffered bike lane as a shared bus-bike lane.

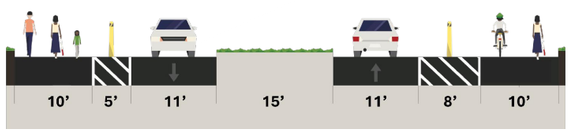
Lawndale Drive

Lawndale Drive

Add far-side bus stop with landing and crosswalks at the intersection. Stripe the buffered multi-use path as a shared bus-bike lane.

Design process should prioritize a hardened buffer at intersections to prevent vehicles from using multi-use path as informal right turn lane.

Typical Cross Section



Based on limited sight distance and vertical curvature, extend existing grass median approximately 50 feet south on E. Thompson Lane to prevent left turns from Browning Road.

Browning Road

Add signage in median to prohibit u-turns.

0 100’ 200’

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E. THOMPSON LANE COMPLETE STREETS

NASHVILLE, TN

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05

Design process should prioritize a hardened buffer at intersections to prevent vehicles from using multi-use path as informal right turn lane.

Consider depaving or hatching excess pavement to reduce turning radii.

Wimpole Drive

Provide far-side bus stops with landing and crosswalks at the intersection. Stripe the buffered multi-use path as a shared bus-bike lanes.

Reconstruct existing sidewalk and curb to reduce radii.

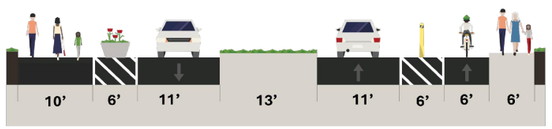
Remove existing grass median and stripe a two-way left-turn lane

With removal of existing grass median, construct concrete median refuge island for pedestrian crossing at unsignalized intersection.

Design process should prioritize a hardened buffer in the curve to better protect multi-use path.

Remove existing grass median and stripe a two-way left-turn lane.

Typical Cross Section



0 100' 200'

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E. THOMPSON LANE COMPLETE STREETS

NASHVILLE, TN

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06

Convert outside WB travel lane to a bus only lane with layover area. Consider red paving to communicate restriction to passenger vehicles.

Construct new far-side bus stop and landing on WB E. Thompson Lane.

Utilize existing shoulder width to provide buffered bike lane on the north side of E. Thompson Lane.

Retain existing laneage on the EB approach of E. Thompson Lane at Murfreesboro Pike intersection.

Define driveways by constructing curbed sidewalk.

Construct new near-side bus stop with landing and mid-block pedestrian crossing with concrete island. Consider use of pedestrian-activated flashing beacons and supporting signage at this location.

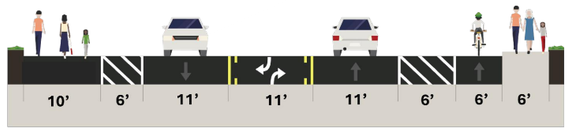
Consider using MUTCD-compliant green pavement to highlight conflict areas where bike lanes cross at intersections and commercial driveways.

Thompson Place

Murfreesboro Pike

Lawndale Drive

Typical Cross Section



0 100’ 200’

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E. THOMPSON LANE COMPLETE STREETS

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07