

BPAC Recommendations Regarding Proposed Wasioto Bend MCSP Amendment

The Bicycle and Pedestrian Advisory Commission recognizes the importance of Wasioto Bend as an extraordinary opportunity to create a new neighborhood and a new street grid that supports dense urban development and enables safe, multimodal connectivity. We appreciate Metro Planning seeking our feedback regarding the Major and Collector Street Plan amendment to support this development.

Overall, the commission agrees with the emphasis on safety and accessibility for people using all modes of transportation and supports the continuous sidewalks and high-quality protected bicycle lanes as major strengths of the proposed amendment. However, concerns remain regarding the proposed designs for East Bank Boulevard, specifically the significant right-of-way dedicated to motorized vehicle traffic, the lack of accommodations for people outside of cars, and the unclear purpose of the proposed flex lanes.

We submit the following specific recommendations to promote safe access for all road users throughout this development.

Recommendations for pedestrian and bicycle access

- The proposed two-way cycle tracks on South Second Street and Davidson Street seem appropriate for the context and will provide safe connectivity for bicyclists. Instead of transitioning to one-way bikeways where South Second Street turns, we would recommend continuing the two-way cycle track on the north side of South Second Street and subsequently transitioning to one-way bicycle lanes at a low traffic intersection, before the intersection with Korean Veterans Boulevard. C Street may be an appropriate place for this transition.
- Raised cycle tracks can have benefits for safety but it is imperative that they be adequately separated from both motorized vehicle traffic and pedestrians. Robust physical barriers made from steel or concrete should provide continuous separation from motorized vehicle traffic and prevent incursion or illegal parking in the bicycle facility. Similarly, bicycle lanes must be separated by physical barriers and visually distinct from pedestrian zones to eliminate conflicts between bicyclists and pedestrians.
- All bikeway widths and treatments should align with preferred recommendations outlined in the Third Edition of the NACTO Urban Bikeway Design Guide. One-way protected bikeways should be 8-12.5 ft wide, and two-way cycle tracks should be at least 13 feet wide to accommodate all types of bicycles, safe passing, and side-by-side riding.
- We would advocate for the use of raised/tabletop intersections and vertical traffic calming throughout the street grid to slow motorized vehicle traffic and give priority to people walking and bicycling.
- Bulb-outs should be included at all intersections to reduce crossing distance and provide daylighting.
- All streets should be designed for people of all ages and abilities to be able to cross safely and comfortably. Pedestrians should not have to cross over or under streets. We recommend against the use of flyovers or overpasses as this will degrade the pedestrian experience and impede access to businesses and destinations along major corridors.

Recommendations for East Bank Boulevard

- The Bicycle and Pedestrian Advisory Commission has provided detailed feedback regarding designs for East Bank Boulevard through the passage of three resolutions over the past year. Our recommendations have been consistent in calling for this critical corridor to be designed as a safe, multimodal street that prioritizes pedestrians and bicyclists over single occupancy vehicles, aligning with the recommendations outlined in the *Imagine East Bank* Vision Plan. Most recently, we collaborated with the Vision Zero Advisory Committee to pass a joint resolution on April 20, 2026 calling for the outside lanes of East Bank Boulevard (currently designated as “flex lanes”) to be formally redesignated as micromobility lanes. This resolution applied to the section of East Bank Boulevard north of Korean Veterans Boulevard but is equally applicable, if not more so, to the section through Wasioto Bend as well.
- As discussed in our commission meeting on July 20, 2026, the purpose and intent of the flex lanes remain unclear. It does not appear justified to reserve 20+ feet of right-of-way through a dense urban neighborhood for uncertain uses. WeGo has confirmed that there are no plans for this portion of East Bank Boulevard to be a transit corridor anytime in the foreseeable future. Without a clear designation for other uses, this space is likely to be filled with more motorized vehicles, which belies the purpose of this multimodal corridor and will induce more traffic congestion and more air and noise pollution. This would have negative impacts on the health, wellness, and safety of people living, working, and visiting this neighborhood.
- Furthermore, building a 93-foot-wide street through a new urban neighborhood without providing any accommodations for people using bicycles, scooters, or other mobility devices would contradict our Green and Complete Streets Executive Order, modal hierarchy, and Vision Zero Action Plan. The significant width of this street would make it difficult and dangerous to cross and would replicate the cross-section of many streets on our high injury network instead of providing a safe, comfortable place for people.
- Therefore, in alignment with our previous recommendations, the recommendations of the Vision Zero Advisory Committee, the *Imagine East Bank* Vision Plan, and *NashvilleNext*, we recommend the following changes for East Bank Boulevard:
 1. **Redesignate Outside Lanes:** Formally designate the outside lanes of the East Bank Boulevard for the exclusive use of all micromobility modes.
 2. **Implement Physical Protection:** Install robust, physical separation between the remaining general-purpose vehicle lanes and the micromobility lanes to prevent vehicle encroachment and ensure user safety.
 3. **Reduce Overall Right-of-Way:** Converting the outside lanes to micromobility lanes will allow for a reduction in the overall right-of-way, which will make East Bank Boulevard safer to cross and more appropriate for the context of a dense, walkable neighborhood.
 4. **Update the MCSP Amendment:** Update the MCSP amendment with these changes to East Bank Boulevard to reflect this multimodal hierarchy and to comply with NACTO guidelines.

Thank you again for the opportunity to provide feedback on this important project. The proposed MCSP amendment has many strengths and we strongly support the significant efforts that have gone into prioritizing access for pedestrians and bicyclists. We want to ensure that these efforts are not negated by creating a dangerous arterial through the center of the neighborhood that would have negative impacts on safety, connectivity, and the well-being of residents and visitors. We value this opportunity to partner with you and look forward to continuing this conversation as this amendment moves forward.

Adopted by the Bicycle and Pedestrian Advisory Commission on August 17, 2026, by a unanimous vote of 7 Commissioners in attendance.

Respectfully submitted on behalf of the Commission,

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