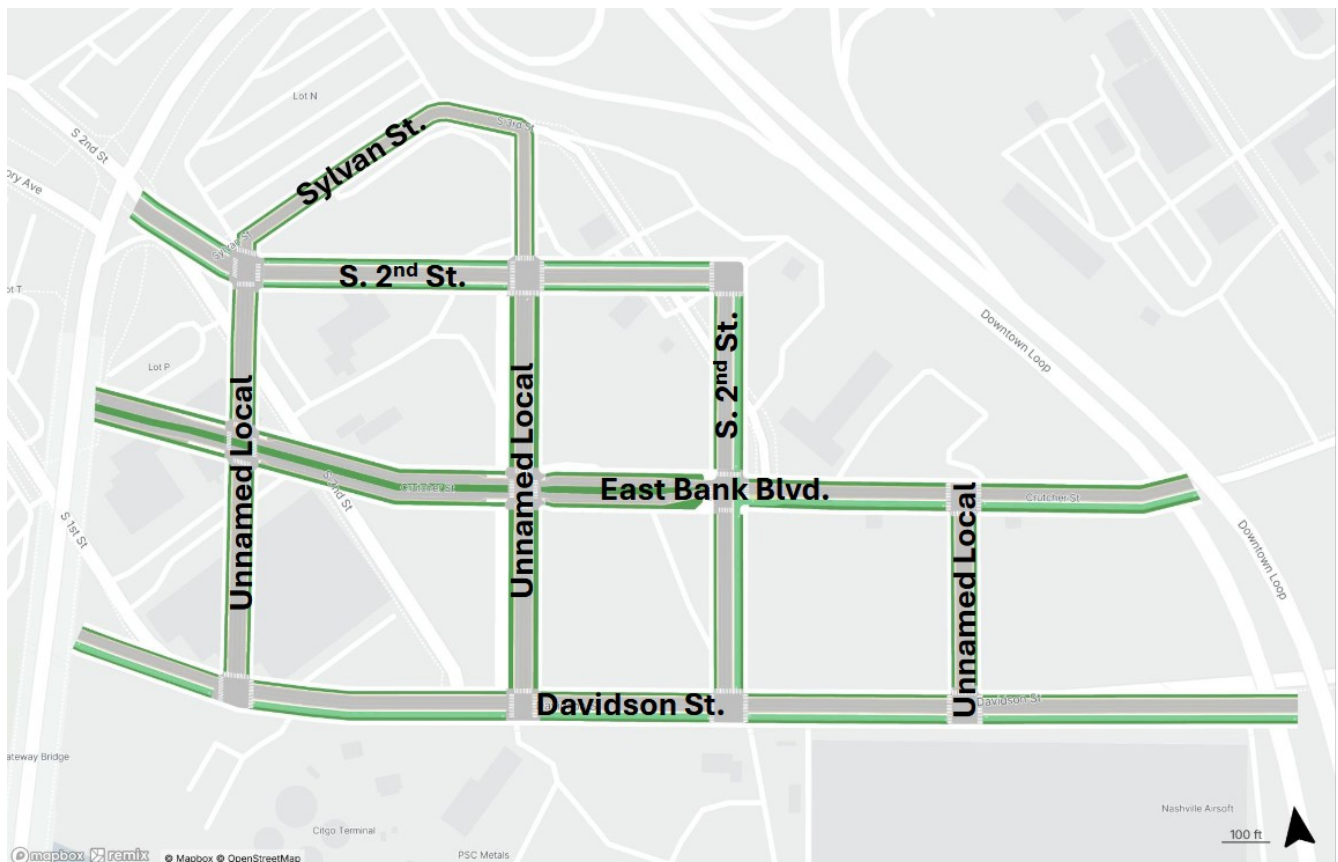




July 28, 2026

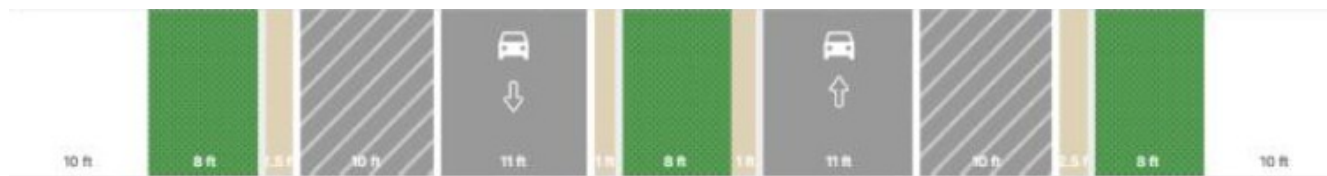
RESOLUTION

The proposed Wasioto Bend development is precisely the sort of development that Metro Planning and NDOT should encourage: in-fill housing close to many jobs and amenities that Nashville has to offer. The grid of streets proposed by Metro Planning is logical and makes good use of the space, allowing easy navigation by foot, bike, or car. The mobility lanes appear to allow easy protected navigation by bike, scooter, or wheelchair, and the selective use of two-way mobility lanes on South Second Street appears to be appropriate. There is a lot to like about this project.



However, while the grid layout proposed by Metro Planning and NDOT makes sense, the street profiles do not. Most glaringly, the proposed layout calls to run the proposed East Bank Boulevard through the small triangle of Wasioto Bend. Here, as in the proposed East Bank project, NDOT has declared its intention to designate the East Bank Boulevard as a “arterial boulevard,” with a whopping 93 feet of

right of way, or nearly the width of a football field. The cross section of the boulevard includes four vehicle lanes, two of which are “flex lanes” that appear to have no purpose other than for more motor vehicle traffic. In a meeting with the Bike and Pedestrian Advisory Council, WeGo confirmed that it has no intentions to run a bus line through this proposed neighborhood, so they would not be transit lanes.



As VZAC has repeatedly observed, streets with straight and wide expanses of pavement encourage high vehicle speeds, regardless of the posted speed limit, while requiring long crossing distances.¹ And speed is the number one factor in road injuries and fatalities.² The proposed profile of the East Bank Boulevard matches that of the most dangerous streets in Nashville that form part of the identified “High Injury Network,” and under no circumstances should Metro Planning or NDOT create more roads with that dangerous profile in a dense urban area.

Metro Planning and NDOT have not articulated any reason why an urban highway should be run through the proposed Wasioto Bend neighborhood, which would “systematically activate[] the latent risks inherent to arterial design.”³ At its widest point, Wasioto Bend is only 360m wide, and does not contain sufficient area with even higher density development to necessitate an arterial boulevard. The neighborhood will already be serviced by Davidson Street, a designated collector avenue. The connections of the proposed East Bank Boulevard to the east on Crutcher Street are a small, two-lane road that cannot be widened without significant reconstruction of the Interstate 24 bridge that crosses over it. Continuing the East Bank Boulevard past Korean Veterans Boulevard and into Wasioto Bend would needlessly bring increased vehicle traffic and congestion into the neighborhood, without an equally sized egress to the east, and would mire the neighborhood in traffic. And as VZAC has already stated regarding the proposed East Bank Boulevard in the East Bank development, Nashville should not build roads that all data and history predict will become part of the High Injury Network.

Although VZAC’s mission is to focus on safety, and while safe road design alone should prevent any proposal such as that put forward by Metro Planning and NDOT for the East Bank Boulevard extension into Wasioto Bend, there are ample other reasons why this proposed arterial highway is bad design. Wasioto Bend will already have to contend with significant air and noise pollution due to the presence of Interstate 24 on the edge of the neighborhood. Building yet another urban highway through Wasioto Bend would ensure that every resident of this new neighborhood would live less than 100m from a highway, with all the health effects that accompany such proximity, including “cardiovascular disease, high blood pressure, tinnitus (ringing in the ear), hearing loss, anxiety, stress, sleep disturbance, and cognitive impairment.”⁴ Similarly, dividing this small neighborhood up with an arterial highway would

- 1 Hamidi, Shima and Reid Ewing. November 2023. *A National Investigation on the Impacts of Lane Width on Traffic Safety*. Johns Hopkins Bloomberg School of Public Health.
- 2 National Highway Traffic Safety Administration. 10 July 2023. *Almost One-Third of Traffic Fatalities Are Speed-Related Crashes*. NHTSA.gov. <https://www.nhtsa.gov/press-releases/speed-campaign-speeding-fatalities-14-year-high>
- 3 Dumbaugh, Eric and Jonathan Stiles. 2026. *Land Use and Road Safety: Understanding the Persistence of Vulnerable Road User Deaths and Injuries in the United States*. Journal of the American Planning Association.
- 4 Caciari, T., M.V. Rosati, T. Casale, B. Loreti, Sancini, A., Riservato, R., Nieto, H.A., Frati, P., Tomei, F. Tomei, G., 2013. *Noise-Induced Hearing Loss in Workers Exposed to Urban Stressors..* Sci. Total Environmen. 463-464, 302-308; Miner, Patrick; Barbara M. Smith; Anant Jani; Geraldine McNeill; Alfred Gathrone-Hardy. 2024. *Car Harm: A Global*

throw up barriers to successful businesses and social connections between neighbors that are needed to make a successful neighborhood.⁵ And dedication of so much area (including the wide right-of-ways) reduces the developable land area that could become housing or commercial purposes that would drive the commercial vitality of the neighborhood. In short, building an urban highway through this neighborhood would damage the health of residents, the quality of life, and the commercial viability of this project.

Elsewhere in the proposed street grid, the proposed cross sections of South Second Street are also overly large, though not as excessively as the East Bank Boulevard. South Second Street is proposed to be a “collector” in the plan put forward by Metro Planning and NDOT, even though Davidson Street already serves that purpose less than 200m away. Those streets should be maintained as narrower residential streets with low speed limits to discourage through-traffic and ensure that residents can safely enjoy their street on which they live or work. Intersections within the neighborhood should have raised crossings or raised intersections to encourage adherence to speed limits and that Wasioto Bend is a neighborhood and not just a way to get somewhere else.

VZAC is pleased to see that the Wasioto Bend plan for Davidson Road continues to feature the popular bi-directional mobility lanes, with some improved connections. This designated collector road is more than ample access for even very dense development in Wasioto Bend. VZAC urges NDOT and Metro Planning to ensure that the contractors keep this vital transportation link remains open and safe during construction of the Wasioto Bend project.

The plans for the north-south local streets in Wasioto Bend appear sensible and appropriate. VZAC would note that because the local streets have street parking on both sides, each intersection should have bulb-outs to adequately daylight the intersections for crossings. Similar daylighting should be employed in all intersections in Wasioto Bend. VZAC also recommends designated locations for pick-ups and deliveries, to be prepared for modern commerce and transportation trends and to avoid unsafe behaviors like double-parking and parking in mobility lanes.

Properly designed, the Wasioto Bend neighborhood would be successful, highly desirable, and drive commercial and social activity that most cities would envy. However, bisecting the neighborhood with a wide urban highway and bringing outside traffic into the neighborhood would be unsafe, unpleasant, and unprofitable.

Vision Zero Advisory Committee
July 28, 2026

Review of Automobility's Harm to People and the Environment. Journal of Transport Geography.

5 Aiello, Luca Maria; Anastassia Vybornova, Sándor Juhász, Michael Szell, and Eszter Bokányi. 2025. *Urban Highways are Barriers to Social Ties.* Proceedings of the National Academy of Sciences.