



METROPOLITAN GOVERNMENT OF NASHVILLE AND DAVIDSON COUNTY

**FREDDIE O'CONNELL
MAYOR**

**NASHVILLE DEPARTMENT OF TRANSPORTATION
AND MULTIMODAL INFRASTRUCTURE**

MEMORANDUM

TO: Metropolitan Traffic and Parking Commission

FROM: J. Andrew Smith, Engineer 2
Nashville Department of Transportation

DATE: April 9, 2026

SUBJECT: April 13, 2026, Traffic and Parking Commission Meeting Staff Analysis

PURPOSE:

This analysis provides an overview of all items on the upcoming Metropolitan Traffic and Parking Commission agenda to ensure that commission members have the information necessary for discussion and action prior to the commission meeting.

Commissioners are encouraged to contact Nashville Department of Transportation (NDOT) staff prior to the meeting with any questions. The Commission's Metro Legal advisors are: Phylinda Ramsey (phylinda.ramsey@nashville.gov), Erica Haber (erica.haber@nashville.gov), and Ann Mikkelsen (ann.mikkelsen@nashville.gov).

Consent Agenda

5.1 CD 19: Authorization for new multiway stop control for 2nd Ave N and Madison St, requested by NDOT.

Recommendation: Approval of new multiway stop control for 2nd Ave N and Madison St.

Commission Authority: Metropolitan Charter Sec. 11.904(c). - Function of commission as to traffic regulation.

“For the purpose of making the roads, streets and other public ways safe for pedestrians, motorists and others, and for the purpose of facilitating the flow of traffic thereon, the commission is hereby authorized to adopt and publish traffic regulations, including the erection of proper signs necessarily and properly connected with or incident to the following:

(c) The establishment of stop sign controls for through streets or isolated intersections.”



Analysis: The 2nd Ave N/Madison St intersection has been the subject of MUTCD warrant analyses several times over the past several years. 2nd Ave N is a two-lane north-south arterial street with left turn lanes at this intersection and is currently uncontrolled. Madison St is an east-west local street, includes turn lanes, and is stop controlled at 2nd Ave N. Vehicular counts are largely balanced during most of the day, with the vehicle counts favoring 2nd Ave N by a 2:1 factor in the 4PM—7PM hours.

Another warrant analysis was performed in February 2026. The intersection does not satisfy MUTCD Warrant A for crash experience. Warrant B is the sight distance warrant, and the intersection does not have an issue that requires mitigation by multiway stop control. Warrant C is for transition to signal control or to a circular intersection control and is not applicable at this time.

A volume warrant analysis showed that both streets at this intersection satisfied Warrant D for five of the required eight hours. Madison St met the threshold for five additional hours for Warrant D, but 2nd Ave N barely missed meeting the necessary 300+ vehicle units per hour (which includes all vehicle, pedestrian, and bicycle counts) for each of these additional five hours. Thus Warrant D was only partially satisfied.

What was notable in the volume data was the heavy pedestrian activity on 2nd Ave N that increased in the PM hours. The hours from 4PM to 7PM showed 35, 60, and 52 pedestrians on 2nd Ave N, with about one half to one third as many on Madison St. MUTCD Warrant E (Other Factors) is satisfied where pedestrian and/or bicyclist movements support the installation of all-way stop control. While no specific numerical threshold is specified in the MUTCD for pedestrian counts, the high number of pedestrians counted during a February study strongly support satisfaction of multiway stop control under Warrant E.



5.2 CD 19: Approval of new southbound WeGo bus stand at 127 4th Ave S, approximately 60 ft in length and effective 12PM—6PM Mon—Fri, with existing pay parking to remain during all other times, requested by WeGo.

Recommendation: Approval of new WeGo bus stand on the west side of 4th Ave S, approximately 60 ft in length and located approximately 300 ft north of Demonbreun St, effective 12PM—6PM Monday through Friday, with existing pay parking to remain during all other times.

Commission Authority: Metropolitan Charter Sec. 11.904(b). - Function of commission as to traffic regulation.

“For the purpose of making the roads, streets and other public ways safe for pedestrians, motorists and others, and for the purpose of facilitating the flow of traffic thereon, the commission is hereby authorized to adopt and publish traffic regulations, including the erection of proper signs necessarily and properly connected with or incident to the following:

(b) Places where parking shall be prohibited entirely or only during certain hours.”

Metropolitan Code of Laws § 12.48.060 – Public Carrier Stops and Stands

“The traffic and parking commission shall establish bus stops and bus stands for common carrier motor vehicles on such public streets, in such places and in such numbers as they shall determine to be of the greatest benefit and convenience to the public, and every such bus stop, bus stand, or other stand shall be designated by appropriate signs.”

Analysis: WeGo reached out to NDOT for assistance in establishing a location to stage a ready bus for rapid insertion into the Murfreesboro Rd and Nolensville Rd routes. The purpose of this request is to increase service reliability and reduce bus headway by deploying a ready bus in SoBro during the afternoon hours and have the flexibility to avoid workday congestion between Broadway and the Music City Central bus terminal.

The preferred location of the bus stand is an existing southbound pay parking lane adjacent to Walk of Fame Park and across the street from the Schermerhorn Symphony. The requested length of the bus stand is 60 ft, which will accommodate a full-sized WeGo articulated bus. The existing pay parking lane is approximately 60 ft, which accommodates three parked cars.

NDOT evaluated the intersection sight distance triangle for vehicles exiting from the Hilton parking garage driveway between this location and Demonbreun St. The proposed bus stand is within the line of sight for vehicles exiting the garage. It should be noted that the vehicles parked in the existing pay parking lane are also within the same line of sight triangle. Due to slow urban speeds, the crash experience at this location is unremarkable, with four angle crashes occurring for the period from 2023-2026. All four of these were property-damage

only crashes. NDOT supports WeGo's request for a 60-ft bus stand from 12 noon to 6PM, Monday through Friday, with pay parking remaining during all other times.



CRASH SUMMARY REPORT

4th Ave S at Walk of Fame Park

Created on April 9, 2026

Created by Andrew Smith

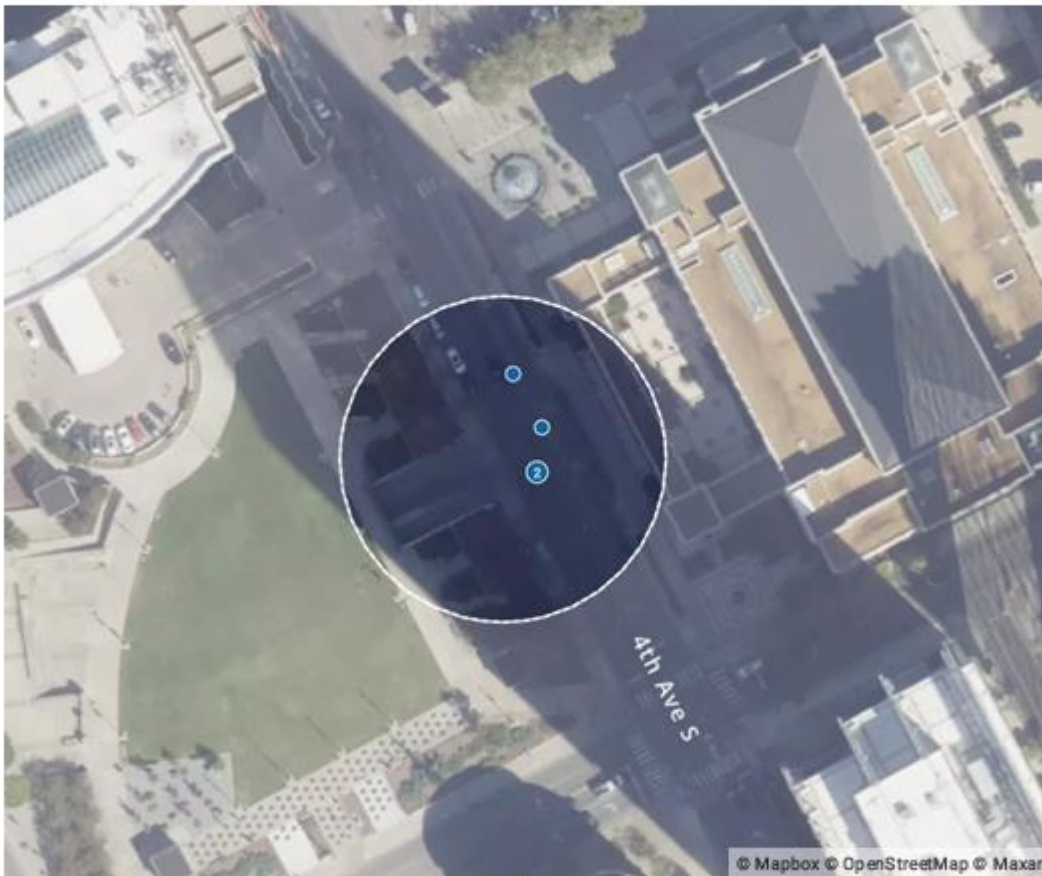
Requested by Andrew Smith

Data extents: April 3, 2023 to April 2, 2026



Applied Filters

Shape: Circle 100 ft Manner of First Collision = Angle



Total Crashes

4

Fatal Crashes

0

Summary

Total Crashes

4

Crash

100.00%

+ 5 more

0

0%

Regular Agenda

6.1 CD 18: Approval of related traffic and parking changes for 12 South, requested by NDOT.

6.1.1 Authorization for 2-hour time limited parking on both sides of 12th Ave S, effective 6AM—8PM, between Ashwood Ave and Kirkwood Ave.

6.1.2 Approval for new rideshare pickup and drop-off zones at follows:

- 12 S & Ashwood Ave—SW corner;
- 12 S & Linden Ave—SW corner;
- 12 S & Elmwood Ave—SW corner;
- 12 S & Beechwood Ave—S and NW corner;
- 12 S & Dallas Ave—SW corner; and
- 12 S & Paris Ave—NW corner.

6.1.3 Approval for new loading zone, effective 6AM—10AM, with 2-hour time limited parking effective 10AM—8PM as follows:

- 12th Ave S on the west side, south of Ashwood Ave;
- 12th Ave S on the SE corner of Caruthers Ave;
- 12th Ave S on the SE corner of Gilmore Ave;
- 12th Ave S on the NW corner of Sweetbriar Ave;
- 12th Ave S on the NW corner of Dallas Ave; and
- 12th Ave S on the west side, south of Paris Ave.

Recommendation: Deferral for one month for inclusion of new neighborhood rideshare zones.

Commission Authority: Metropolitan Charter Sec. 11.904(a):

“For the purpose of making the roads, streets and other public ways safe for pedestrians, motorists and others, and for the purpose of facilitating the flow of traffic thereon, the

commission is hereby authorized to adopt and publish traffic regulations, including the erection of proper signs necessarily and properly connected with or incident to the following:

(a) The location and time when parking shall be limited.”

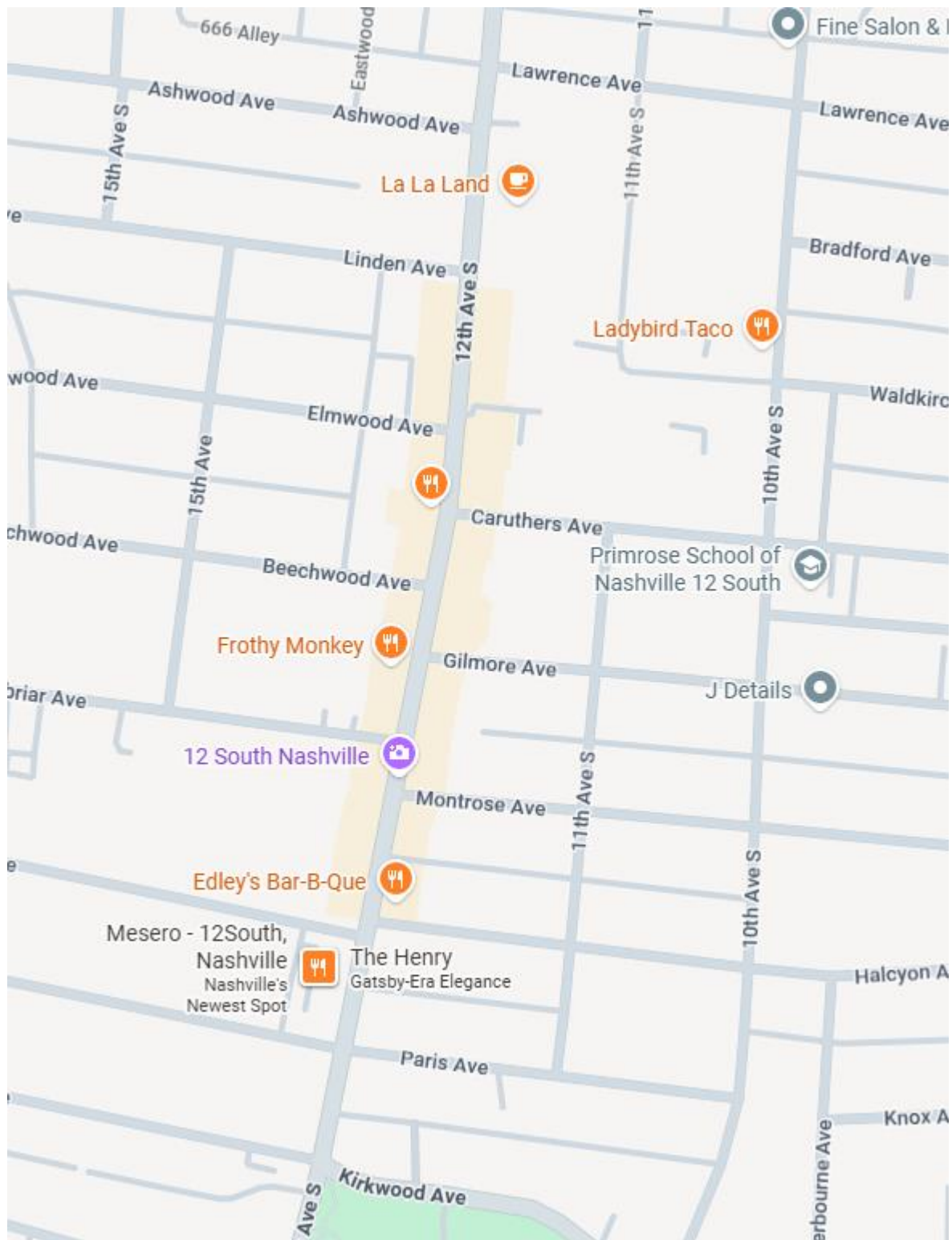
Metropolitan Code of Laws § 12.48.010 – Curb loading zones—Designation authority:

“The traffic and parking commission may establish passenger and freight loading zones and maintain signs indicating the same and stating the hours during which the provisions of this section are applicable at whatever locations it may determine to be appropriate, as set out in Schedule X.”

Analysis: The neighborhoods adjacent to 12 South have been affected by substantial commercial development along the 12 South corridor and have sought and established multiple Residential Permit Parking zones on the residential side streets. Please note that the proposed two-hour time-limited parking is not pay or metered parking. It’s proposed as free parking but limited to two hours to facilitate parking turnover during daytime hours.

NDOT has been working with CM Cash and with neighborhood stakeholders on a comprehensive traffic and parking plan, which will also include rideshare zones to be included in a more comprehensive parking plan to be presented at the May meeting. At this time, NDOT requests that this item be deferred for one month in its entirety.





6.2 CD various: Approval for retaining existing seated sightseeing vehicle (SSV) stands, requested by NDOT.

Recommendation: Approval of all existing SSV stands for Old Town Trolley.

Commission Authority: Metropolitan Charter Sec. 11.908. - Powers of commission by private act and ordinance continued

“In addition to other powers herein granted, the commission shall have such powers as may have been granted by private act or ordinance to the traffic commission of the City of Nashville or to the parking board of said city, until such powers may be modified or changed by ordinance of the metropolitan council.”

From Metro Council Ordinance BL2025-954:

Metropolitan Code of Laws § 6.78.310.A – Passengers-Receiving and discharging by drivers; designated stops:

“A. Drivers shall receive and discharge passengers at designate seated sightseeing vehicle stands. Locations of seated sightseeing vehicle stands must be pre-approved by the Director of the Nashville Department of Transportation and Multimodal Infrastructure (NDOT), or his/her designee, and the Traffic and Parking Commission.

“B. Within 30 days so the passage of this ordinance, certificate holders must provide the Director of NDOT, or his/her designee, with maps showing the location of such existing stands. Prior to the date of the first seated sightseeing vehicle annual hearing following the passage of this ordinance, the Director of NDOT, or his/her designee, shall provide a report to the Traffic and Parking Commission of all existing seated sightseeing stands in operation, along with a recommendation for keeping or removing such stands. The recommendations made in this report shall be based on criteria including, but not limited to, traffic patterns, public safety, and operational inefficiencies. The Traffic and Parking Commission shall approve or disapprove these locations at it next regularly scheduled meeting following the completion of the report.”

Analysis: This agenda analysis will serve as the report required by MCL § 6.78.310.B. The Metro council enacted BL2025-954 to amend the definition of Entertainment Transportation Vehicles and to regulate the operation of Seated Sightseeing Vehicles (SSVs). Presently, Old Town Trolley is an SSV operator whose annual renewal hearing with the Transportation Licensing Commission (TLC) is scheduled for April 21, 2026. Metro’s SSV ordinance requires

approval of the SSV stops by the Traffic & Parking Commission prior to annual renewal hearing with the TLC.

Old Town Trolley has operated in Nashville since 2015. In August of 2016, the Traffic & Parking Commission approved a daytime Trolley Loading Zone, co-located with a nighttime Taxi Stand on 2nd Ave S just south of Broadway. This stop was the primary ticketing location and beginning of the trolley route. The remainder of the trolley stops were never officially approved by the Commission. Since then, Old Town Trolley has moved its home trolley operation to Marathon Village on Clinton Ave and out of the congested downtown location, although a trolley stop is still in operation on 2nd Ave S.

These stops, 1 through 13, are recommended for approval by the Traffic & Parking Commission.

Stop	Location	Address	Notes
1	Marathon Village	1300 Clinton St	ROW Metro
2	Centennial Park	Parthenon	Parks
3	Midtown	1907 Broadway	ROW
4	Belmont Mansion	1920 Acklen Cir	Private
5	The Gulch	402 12th Ave S	ROW
6	Union Station	1001 Broadway	ROW
7	Country Music HOF	401 Demonbreun	ROW
8	Broadway	201 Broadway	ROW
9	Ryman	116 Rep John Lewis John Lewis &	ROW
10	TPAC	Deaderick	ROW
11	Musicians HOF	Gay St	ROW
12	Farmers Market	900 Rosa Parks Blvd	Private
13	Capitol View	500 11th Ave N	ROW

An interactive map of the trolleys on their route and each stop is available at this URL: <https://nsh.map.audiometours.com/>. Photos of and directions to each stop are available at this web URL and are not reproduced in this report.

Trolley operations were observed by NDOT at various locations along the route. None of trolley stops appear to adversely affect normal traffic flow. Trolley vehicles were observed running at the normal speed limit or at speeds appropriate for congested conditions. Trolley operators were observed with typical two- to three-minute dwell times, with about ten minutes at the Marathon Village location. The trolley stops are allowed by the ordinance to have a

dwelt time not to exceed five minutes, with the dwelt time at the home stand at Marathon Village allowed by ordinance to exceed ten minutes.

Trolley bus vehicles are rigid-frame vehicles under 40 ft in length. They are most closely aligned with AASHTO BUS-40 design vehicles. This design vehicle has a turning radius of approximately 39-42 ft and is appropriate for urban intersections, curbside stops, and tourist routes with moderate turning demands. They do not have the extended overhang or articulation of larger bus vehicles.

Old Town Trolley serves approximately 700-1200 passengers per day, operating seven days per week. During the peak summer season, ridership is about 1000 to 1200. At any given time, there may be five to ten trolleys on the route (depending on season and rider demand), with the whole circuit typically taking 1 hour 50 minutes to complete. Trolley tours are in operation daily from 9:00 AM to 6:00 PM, with no tour operations during the annual marathon race, 4th of July, Thanksgiving, and Christmas. In addition to the Nashville tours, Old Town Trolley also operates a two-way service connection between the Marathon Village stop and the Opryland resort hotel.



6.3 CD 19: Approval of parking fee waiver for Summer Open Street series, requested by NDOT.

Recommendation: Approval of waiver for parking fees for public streets in support of the series of Open Streets events on May 16 from 6AM to 2PM, June 13 from 10AM to 2PM, and on July 11 from 10AM to 2PM.

- **1st Ave from Demonbreun St to Woodland St (5 pay parking spaces)**
- **Church St from Rep John Lewis Way to Gay St (5 pay parking spaces)**
- **Gay St Connector from 1st Ave N to Gay St (approximately 57 pay parking spaces)**

Commission Authority: Metropolitan Charter Sec. 11.907. – Management and control of parking meters, garages and other traffic facilities

“The commission shall have power to control and manage parking facilities in any metropolitan street or road, including the installation of parking meters or other necessary equipment in connection therewith. The commission shall prescribe and may revise a schedule of service charges in connection with the use of parking meters, a copy of which schedule shall be kept on file and subject to public inspection at the office of the commission and at the office of the metropolitan clerk.

“The commission shall also have control and management of any public parking garage or other traffic facilities, and with the acquisition, construction and establishment of the same. The commission may enter into lease agreements with private operators to operate the parking facilities owned by the metropolitan government. The commission is authorized to collect rents, fees or other charges for such parking garage and other traffic facilities as it may operate and manage.

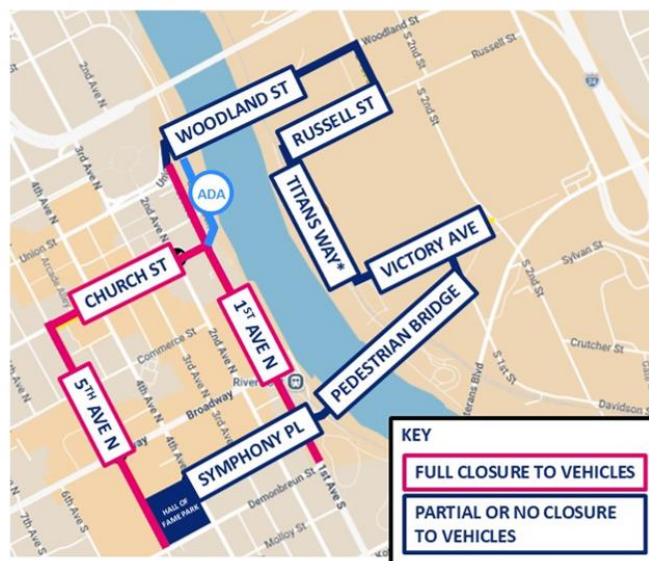
“All moneys collected by the commission from parking meters, or any other service charges, shall be remitted by it to the metropolitan treasurer, who shall keep such moneys in a separate account earmarked for traffic and parking improvements.”



Analysis: NDOT is a sponsor of the annual Summer Series Open Streets events as part of the Walk Bike Nashville Initiative, starting May 16th and continuing June 13th and July 11th. The event will give the public an opportunity to explore the city's bikeways, neighborhoods, and greenways with a whole community of friendly bicycle riders. Beginner-friendly training rides are included for residents and their families, as well as visitors to Nashville, who can experience either a 5 miles comfortable city tour ride, or a more intense Tour De Nash of up to 25 miles throughout downtown and East Nashville neighborhoods. This walk and bike initiative is open to all ages as part of car-free route with fully closed streets and greenway segments.

NDOT is in support of the bikers and this initiative, and requests to waive the metered parking fees associated with this initiative on May 16th, June 13, and July 11, for a potential lost revenue of \$2008 from approximately 67 spaces along its route.

2026 Open Streets Downtown Route



Conference presentation

6

Details

- **Dates:** May 16 - 6 AM – 2 PM
June 13, July 11 – 10 AM – 2 PM
- Cross traffic will follow traffic lights
- Traffic control officers will be stationed throughout the route to assist participants and drivers.
- ADA parking on Gay St Connector
- *Titans Way may be a full closure on May 16.



Recommendation: Approval of the Downtown Nashville Rideshare Program and authorization for the NDOT Director or designee to take all actions necessary to implement the program.

Metropolitan Code of Laws § 12.48.010 – Curb loading zones—Permit requirements

Metropolitan Code of Laws § 12.48.025 - Curb loading zone management program.

The traffic and parking commission shall establish a curb loading zone management program ("program"). The purpose of the program is to increase availability and efficiency of curb loading zones and reduce double parking by loading vehicles. The curb loading zone management program may include continuing to treat some curb loading zones as they always have been treated while identifying some specially designated curb loading zones to be subjected to special curb management regulations enacted pursuant to this section, for example allowing those specially designated curb loading zones to be limited to the exclusive use of some users, upon certain conditions being met, such as the payment of additional fees by those users. The director of public works shall submit rules for this program to the traffic and parking commission for approval.

Analysis: See separate analysis on next page.

Date: April 13, 2026
To: Metropolitan Traffic and Parking Commission
From: Brent Schultz, Connect Downtown Coordinator
Subject: Downtown Rideshare Program

Recommendation

NDOT staff is requesting that the Metropolitan Traffic and Parking Commission approve the Downtown Rideshare Program for the Downtown Nashville core. The program would create 23 rideshare pickup and drop off zones within existing loading zones and metered parking areas throughout the downtown area.

Background

Downtown Nashville's tourism success is generating significant growth in commercial and residential development, pedestrian activity, special events, and demand for transportation options. Rideshare vehicles operating downtown are a primary mode of arrival and departure for visitors, residents, and employees particularly during evening and weekend hours. The absence of formal curbside rideshare zones has led to vehicles double-parking on main arterials, blocking travel lanes, bus stops, loading zones, and contributing to unsafe conditions and congestion at key intersections. These conditions conflict directly with the goals of the Connect Downtown Action Plan, which identifies curbside management and transit reliability as Phase 1 priorities.

Problem Statement

Unmanaged Pick-Up / Drop-Off Zones

- Rideshare vehicles routinely stop in travel lanes, bike lanes, and bus-only zones due to the lack of designated rideshare loading spaces which contribute to road and curbside congestion.

Transit Interference

- Rideshare vehicles blocking bus stops on priority corridors (4th Ave) delay WeGo bus service and undermine transit priority investments.

Safety Conflicts

- Unregulated stopping creates hazardous conditions for pedestrians, cyclists, and scooter users — particularly near entertainment venues on Broadway and Lower Broadway late at night.

Enforcement Gap

- Metro Nashville Police and NDOT Enforcement staff currently lack designated rideshare parking zones for use by rideshare companies and others bringing visitors to and from downtown.

Proposed Rideshare Program

The proposed Downtown Rideshare Program with the following operational components:

Designated Zones & Operations

- A total of 23 rideshare zones (See Attachment No. 1 for locations)
- Operational from Thursday through Sunday
- Operational hours - 5PM to 4AM
- Maximum time in rideshare zones – 3 minutes

Geofencing

Rideshare companies have agreed to work with NDOT staff to geofence pickup and drop offs at proposed rideshare zones. No state or local legislation exists requiring rideshare companies to geofence to these new zones.

Signage

- Above-ground signage with galvanized steel poles and signage will be posted to denote limits of the rideshare zones.

Enforcement Protocol

- Both the Nashville Department of Transportation and Multimodal Infrastructure (NDOT) and the Metropolitan Nashville Police Department (MNPd) are fully authorized to enforce these provisions in accordance with all applicable Metropolitan Nashville codes and local regulations. Violators are subject to penalties including immediate orders to relocate vehicles, official citations, and towing at the owner's sole expense. Furthermore, any violation that constitutes an immediate public safety hazard or impedes emergency access will result in immediate ticketing and towing.

Annual Program Review

Staff will report annually to the Commission on rideshare zone utilization, enforcement, and compliance metrics.

Proposed Rideshare Zone Locations/Curb Uses/Propose Curb Uses

Attached No. 2 worksheet summarizes all rideshare zone (RZ) locations, length of zones, existing curb uses, proposed curb uses and number of rideshare parking spaces provided and metered parking reduced to accommodate rideshare zones.

Alignment with Connect Downtown Action Plan

The proposed Rideshare Program directly supports the following Connect Downtown Action Plan Phase 1 priorities:

Big Move 4 — Maximize the Curb

- Rideshare zones function as a formal curb type within the flexible curb guidelines, filling a gap not addressed by the existing loading zone and valet permit programs.

Big Move 1 — Manage Congestion

- Dedicated rideshare zones reduce double-parking events that block lanes and degrade signal performance during peak hours.

Big Move 2 — Prioritize Transit

- Providing rideshare zones organizes vehicles in specific locations for pickup and drop-off and will help keep bus stop areas clear and enhance WeGo on-time performance on priority corridors.

Metered Parking Revenues

Operation of the Downtown Nashville Rideshare Program will reduce metered parking revenue when the zones are operational from Thursday through Sunday. A total of 31 metered parking spaces will result in fee reductions as follows:

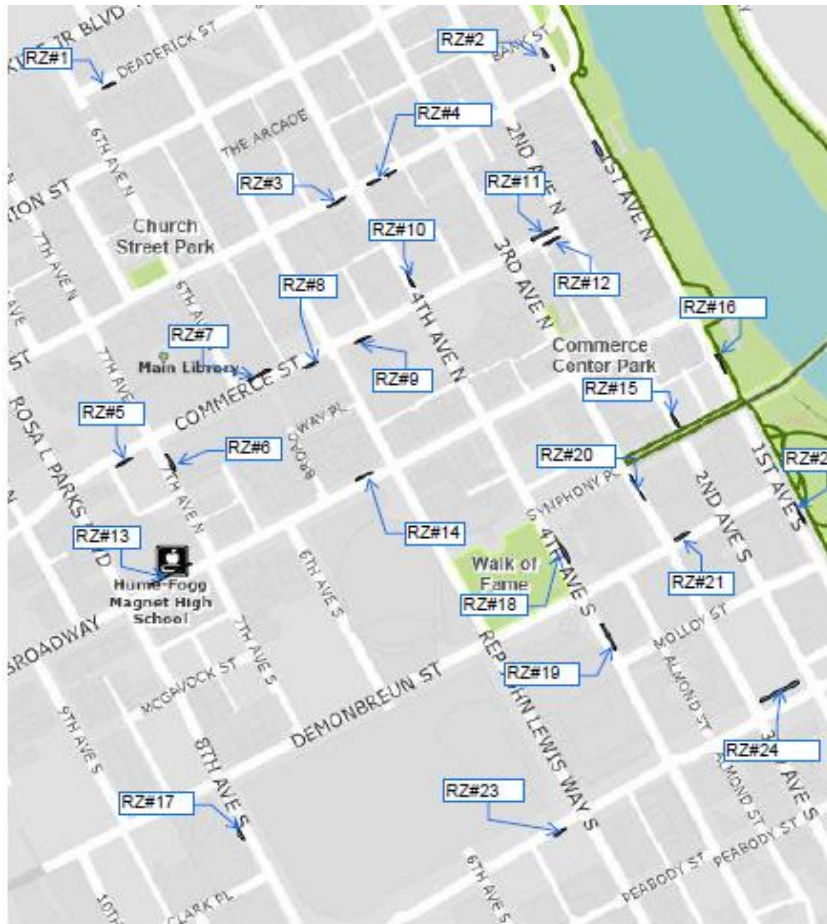
- Daily – \$168
- Weekly – \$674
- Monthly – \$2,926
- Yearly – \$35,118

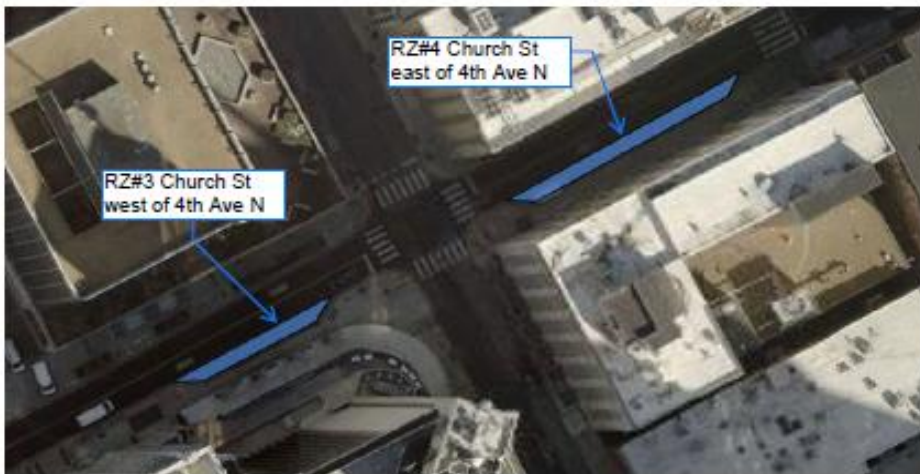
Staff Recommendation

Staff recommend the Nashville Traffic and Parking Commission take the following actions:

- 1) Approve the establishment of the Downtown Nashville Rideshare Program as described in this report; and
- 2) Authorize the NDOT Director, or designee, to take all actions necessary to implement the program.

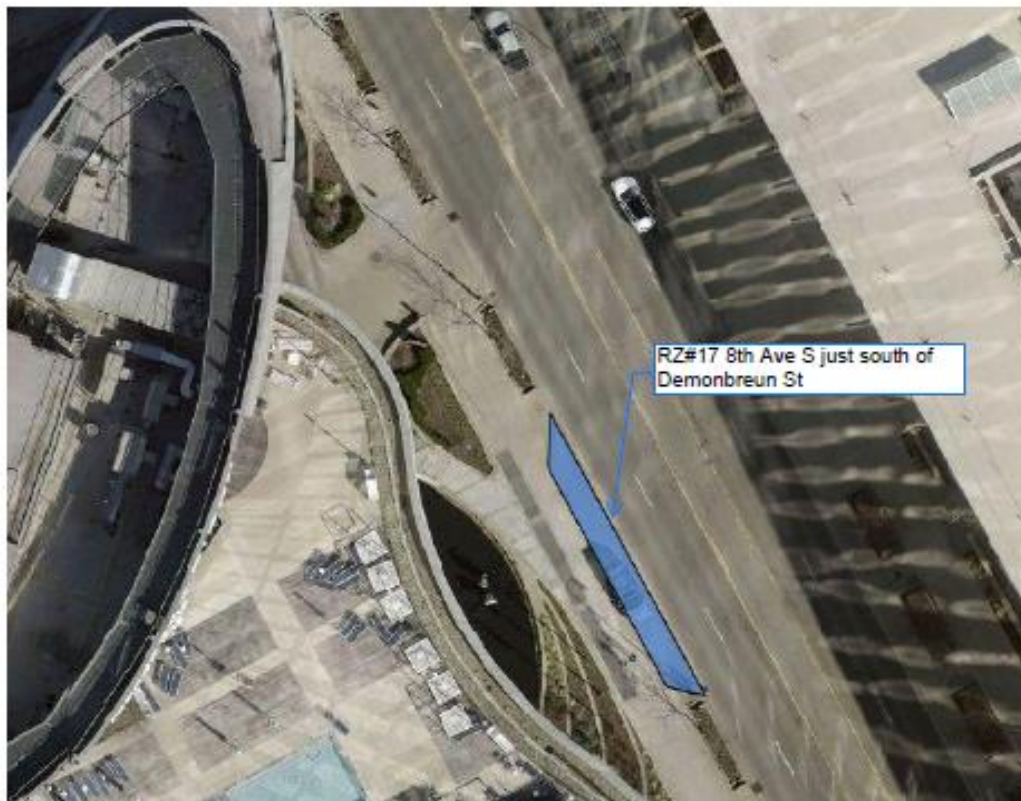
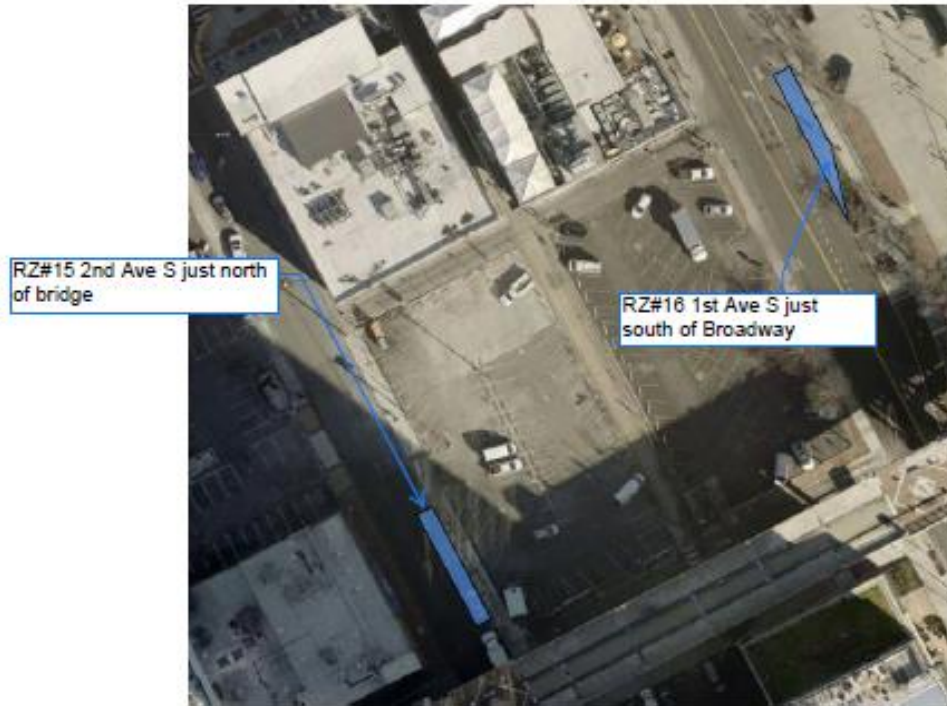
Attachment No. 1
Downtown Rideshare Zone Map

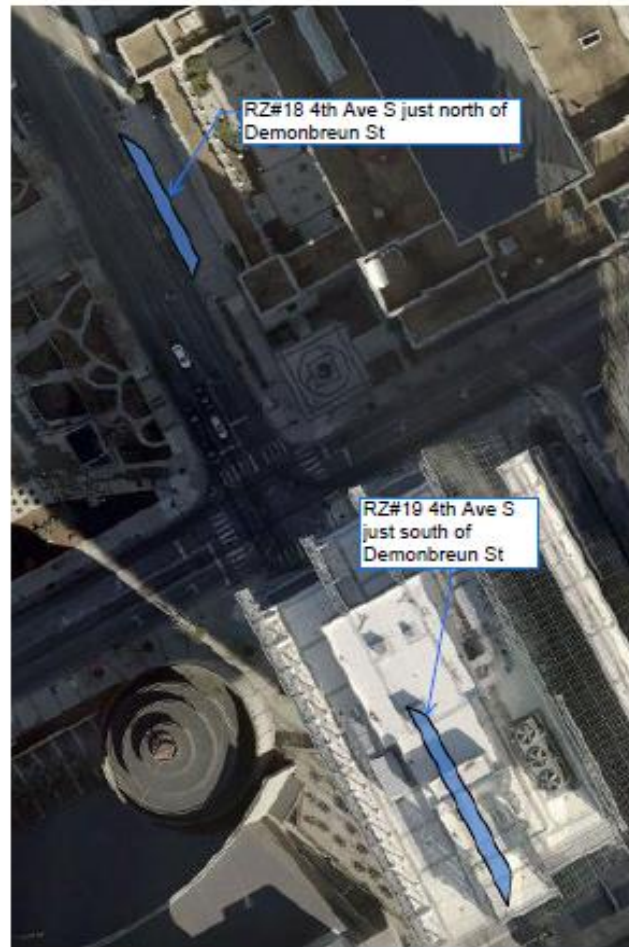


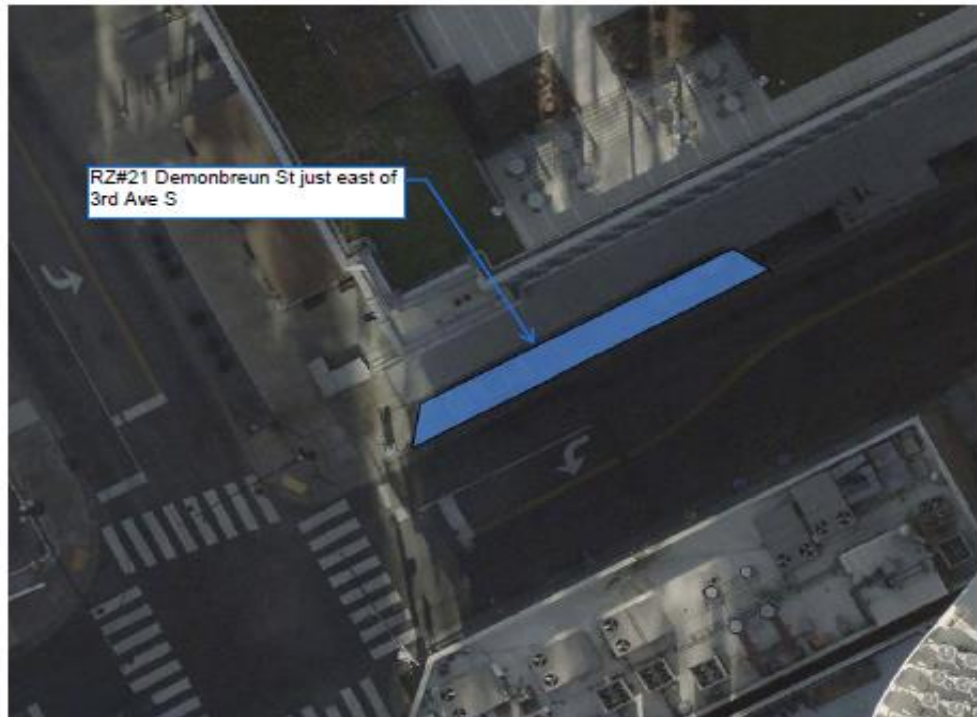


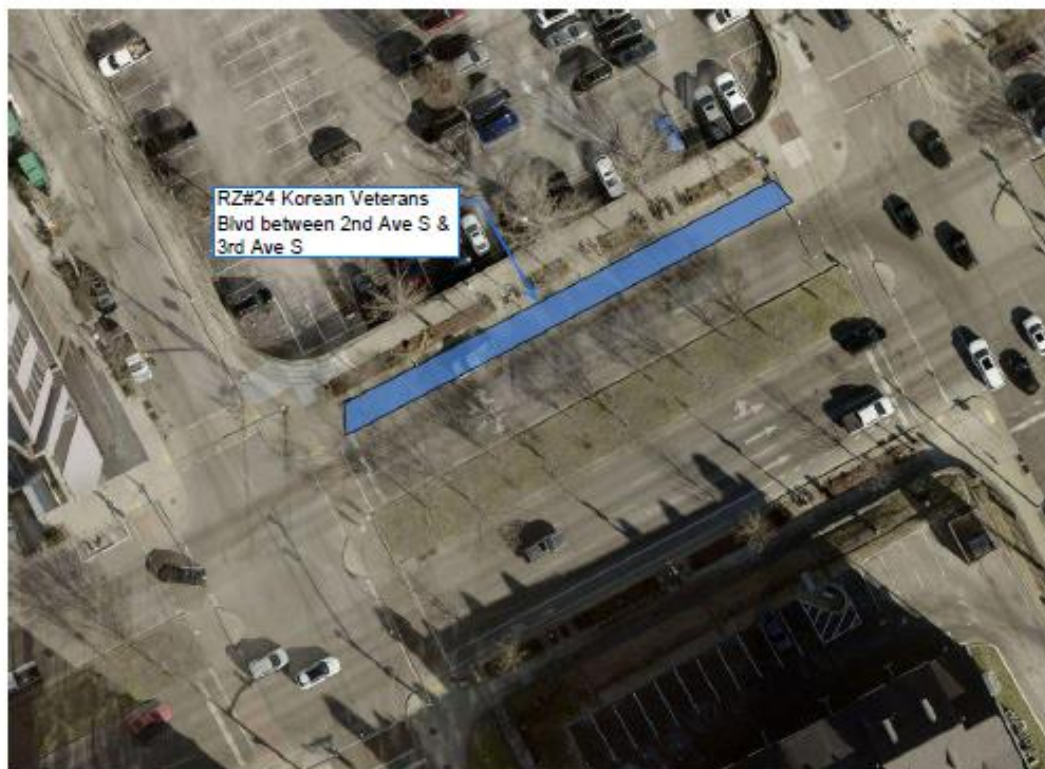












Attachment No. 2

Proposed Rideshare Zone Locations/Curb Uses/Propose Curb Uses

Rideshare Zone (RZ) #	Address	Length (ft.)	Existing Curb Use	Total Metered Parking	Proposed Curb Use	Total Rideshare Parking	Flexible Curb Day - 4AM to 4PM	Flexible Curb Night - 4PM to 4AM
1	500 Deaderick St *	60	Metered Parking	3	Rideshare Zone - Thurs-Sunday 5PM - 4AM	3	N/A	N/A
2	200 1st Ave N *	70	Metered Parking	3	Rideshare Zone - Thurs-Sunday 5PM- 4AM	3	Loading, Deliveries, Service Vehicles, Rideshare	Passenger & Tour/Charter Bus Loading
3	400 Church St *	70	Loading Zone (Mon-Sat) - 6AM to 4:30PM	0	Rideshare Zone - Thurs-Sunday 5PM- 4AM	3	Loading, Deliveries, Service Vehicles, Rideshare	Passenger & Tour/Charter Bus Loading
4	330 Church St	84	Loading Zone (7 days) - 6AM to 6PM & Metered Pkg - 6PM to 6AM	4	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	4	Loading, Deliveries, Service Vehicles, Rideshare	Passenger & Tour/Charter Bus Loading, Rideshare
5	717 Commerce St	62	Taxi Stand	0	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	3	Passenger & Tour/Charter Bus Loading, Rideshare	Passenger & Tour/Charter Bus Loading, Rideshare
6	611 Commerce St	64	Passenger Loading Zone	0	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	3	Passenger & Tour/Charter Bus Loading, Rideshare	Passenger & Tour/Charter Bus Loading, Rideshare
7	601 Commerce St	84	Passenger Loading Zone - 15 mins	0	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	4	No Parking, Stopping, Standing or Loading	No Parking, Stopping, Standing or Loading
8	501 Commerce St	53	Rideshare Zone (24/7) - Pickup & Dropoff Only	0	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	2	Passenger & Tour/Charter Bus Loading, Rideshare	Passenger & Tour/Charter Bus Loading, Rideshare
9	440 Commerce St	60	Metered Parking	3	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	3	Passenger & Tour/Charter Bus Loading, Rideshare	Passenger & Tour/Charter Bus Loading, Rideshare
10	150 4th Ave N	62	Metered Parking	3	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	3	Metered Parking & Rideshare	Metered Parking & Rideshare
11	208 Commerce St	94	Loading (4AM to 4PM & No Parking (4PM to 4AM)	0	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	4	No Parking, Stopping, Standing or Loading	No Parking, Stopping, Standing or Loading
12	211 Commerce St	66	Loading (4AM to 4PM) & No Parking (4PM to 4AM)	0	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	3	Loading, Deliveries, Service Vehicles, Rideshare	Passenger & Tour/Charter Bus Loading, Rideshare
13	700 Broadway	145	Passenger Loading Zone - Mon to Fri (6:30AM-3:30PM) School Days Only	0	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	7	Passenger & Tour/Charter Bus Loading, Rideshare	Passenger & Tour/Charter Bus Loading, Rideshare
14	530 Broadway	60	Rideshare zone and Valet	0	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	3	Passenger & Tour/Charter Bus Loading	Passenger & Tour/Charter Bus Loading
15	126 2nd Ave S	60	Metered Parking	3	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	3	Loading, Deliveries, Service Vehicles, Rideshare	Passenger & Tour/Charter Bus Loading, Rideshare
16	100 1st Ave S	60	Carriage Parking - No Parking or Standing Any	0	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	3	No Parking, Stopping, Standing or Loading	No Parking, Stopping, Standing or Loading
17	2018th Ave S	65	Passenger Loading Zone	0	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	3	No Parking, Stopping, Standing or Loading	No Parking, Stopping, Standing or Loading
18	162 4th Ave S	75	Passenger Loading Zone - 15 minutes	0	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	3	Loading, Deliveries, Service Vehicles, Rideshare	Passenger & Tour/Charter Bus Loading, Rideshare
19	200 4th Ave S	80	Entertainment Pkg - 3 minutes	0	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	4	Passenger & Tour/Charter Bus Loading, Rideshare	Passenger & Tour/Charter Bus Loading, Rideshare
20	150 3rd Ave S	100	Loading Zone 24/7	0	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	5	No Parking, Stopping, Standing or Loading.	No Parking, Stopping, Standing or Loading, Rideshare area.
21	200 Demonbreun	60	Metered Parking	3	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	3	Passenger & Tour/Charter Bus Loading, Rideshare	Passenger & Tour/Charter Bus Loading, Rideshare
22	201 1st Ave S	80	Passenger Loading Zone	0	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	4	No Parking, Stopping, Standing or Loading.	No Parking, Stopping, Standing or Loading, Rideshare area.
23	320 Korean Vets Bl	60	Metered Parking	3	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	3	Special Use	Metered Parking
24	200 Korean Vets Bl	138	Metered Parking	6	Rideshare Zone (Thurs-Sunday) 5PM - 4AM	6	Passenger & Tour/Charter Bus Loading	Passenger & Tour/Charter Bus Loading
Totals:		1812		31		85		

Unfinished Business

7.1 Recommendation to Council regarding Metro Council Ordinance BL2026-1255 related to sandwich board signage, requested by Metropolitan Clerk's Office.

Recommendation: Approval of the amended ordinance.

Commission Authority: Metropolitan Charter § 11.905:

“Where a proposed ordinance affects traffic control or the use of streets by traffic and is not accompanied at introduction by a favorable recommendation of the traffic and parking commission, a copy thereof shall be promptly delivered by the metropolitan clerk to the commission and the same shall not be passed on second reading until the recommendation of said commission with respect to the proposal has been received, or thirty (30) days have elapsed without such recommendation. No ordinance which affects traffic control or the use of streets by traffic and which has been disapproved by the commission shall be finally passed or become effective unless it shall have been adopted by a two-thirds ($\frac{2}{3}$) majority of the whole membership of the metropolitan council and also then be approved by the metropolitan mayor with a three-fourths majority of the whole membership of the metropolitan council required to override a veto.”

Analysis: This agenda item was originally presented to the Commission in February 2026 and deferred to the March meeting. An updated version of the ordinance was not available for the March meeting, and this item was deferred for another month. The latest amended ordinance is on the following pages. NDOT's concerns about public safety have been addressed with this amended version.

AMENDMENT NO. ____
TO
ORDINANCE NO. BL2026-1255

Madam President –

I hereby move to amend Ordinance No. BL2026-1255

I. By adding the following recitals:

WHEREAS, sidewalk advertisements such as sandwich boards can be used to promote sales and increase foot traffic for local businesses throughout Nashville and Davidson County; and

WHEREAS, it is the duty of the Metropolitan Government to ensure pedestrian safety, compliance with federal laws governing access, and maintain the public right-of-way; and

WHEREAS, a permitting system is required to balance the benefits of sandwich boards as an economic benefit and maintain pedestrian traffic and the public right-of-way.

II. By amending Section 1 as follows:

Section 1. That Chapter 13.08 of the Metropolitan Code of Laws is amended by adding the following as a new Section 13.08.045:

13.08.045 - Sandwich Board Signs - Permit.

A. Definitions. For the purposes of this section, these terms shall be construed as follows:

1. "Public right-of-way" means all areas legally open to public use and used and/or intended for vehicular or pedestrian traffic, including public streets, alleys, sidewalks, and roadways, but excluding any other public property of the metropolitan government.
2. "Sandwich board sign" means a freestanding, "A" frame style sign with two faces or sides erected for the purpose of selling or offering for sale any goods, food, wares, merchandise, or products of any kind.

B. Permit.

1. Notwithstanding anything in this chapter to the contrary, no person shall place any sandwich board sign within the public right-of-way without first obtaining a permit from the Nashville Department of Transportation and Multimodal Infrastructure ("NDOT").
2. Sandwich board sign permits shall be valid for two years and are not transferable.
3. The applicant must sign a disclaimer indemnifying and holding harmless the metropolitan government from any and all claims arising out the placement of the sandwich board sign in the public right-of-way. Applicants must also provide, as part of the application, a copy of a certificate of liability insurance with a minimum coverage of one million dollars covering the annual permitting period. If the permittee does not maintain this insurance coverage throughout the permit period, the permit shall be automatically revoked upon the termination of such insurance policy. The policy must name the metropolitan government as additionally insured. The certificate must accompany the application.
4. NDOT is authorized to establish an annual sandwich board sign permit fee to cover the administrative costs for the sandwich board sign permit issued pursuant to this section.

5. The permit application must be approved by NDOT before the sandwich board sign may be displayed. If a sign is displayed prior to obtaining a sandwich board sign permit, the application may be denied. NDOT shall approve the permit application if the permit application meets the relevant rules and regulations in section 13.08.045(D) of the metropolitan code of laws.

6. Sandwich board signs placed in the public right-of-way without a permit in violation of this section may result in removal of the sign at the owner's expense.

7. Three violations of this section or regulations adopted pursuant to this section may result in the termination of the permit.

8. This section shall not apply to signs installed in parking lots or areas pursuant to section 6.81.180 of the Metropolitan Code of Laws.

C. Permit Renewals. Permits may be renewed, provided an application for renewal of the permit and the required fee are received by NDOT no later than the date of expiration of the existing permit and provided that the applicant has no more than three violations of this section or regulations adopted pursuant to this section within any twelve-month period. NDOT shall review each renewal application to ensure that the applicant is in full compliance with the provisions of this section. If NDOT determines that the applicant has complied with the above requirements, NDOT will renew the permit for one year.

D. Sandwich Board Sign Rules and Regulations.

1. Size. Sandwich board signs shall not exceed ~~ten~~ twelve square feet per side or twenty square feet total in area.

2. Height. Sandwich board signs shall not exceed four feet in height.

3. Number. Only ~~two~~ one permits for a sandwich board sign ~~are~~ is allowed per address.

4. Location. Sandwich board signs shall be located on public sidewalks or plazas on the edge of sidewalks next to the building, and shall not be placed so as to cause width of the sidewalk or the walk way to be reduced below five consecutive feet in width and in a manner that does not impede accessibility under the Americans with Disabilities Act, nor shall the sandwich board obstruct more than three feet of sidewalk or walk way. Signs shall not be placed within a vehicular travel lane, bicycle lane, or five feet of any crosswalk, intersection, or driveway entrance. No sandwich board sign shall be erected or maintained in a manner that prevents free ingress or egress from any door, window, or fire escape.

5. Prohibited areas. No sandwich board permit may be issued for locations at Metropolitan Government-owned greenways, parks, and recreation areas, in the area (i) between Union Street and Korean Veterans Boulevard, spanning from the Cumberland River to 8th Avenue, or (ii) Symphony Place between Third Avenue South and Fourth Avenue South, or (iii) the John Seigenthaler Pedestrian Street Bridge.

6. Maintenance. Sandwich board signs shall be constructed of durable materials and maintained in good condition.

7. Hours of Display. Sandwich board signs shall be displayed only Monday through Thursday during daylight hours and shall not be displayed overnight. For purposes of this section, daylight hours means the period from sunrise to sunset. No sandwich board sign subject to this section shall be displayed overnight.

8. Removal. NDOT shall have the authority to move or remove sandwich board signs to ensure the free flow of pedestrian and vehicular traffic and to ensure the safety of the public, including designating appropriate clearances around other features of the public right-of-way, such as intersections, disabled parking spaces, fire hydrants, parking meters, loading zones, bus stops, building entrances and the like. Boards shall be removed from the right of way following the procedures in section 13.32.105.

9. Weighting and Stabilization. Any sandwich board sign displayed pursuant to this section shall be weighted or otherwise stabilized to reduce movement, tipping, or displacement that could create a pedestrian safety hazard. Any weights or stabilization method shall be securely attached and fully contained within the footprint of the sign and shall not create a trip hazard, sharp edge, or obstruction of the required clear pedestrian path.

10. 9. NDOT shall have the authority to publish and enforce such other regulations related to sandwich board signs as shall be necessary to effectuate this section.

SPONSORED BY:

Jordan Huffman
Member of Council