



**CITY OF SAN ANTONIO  
OFFICE OF THE CITY COUNCIL  
COUNCIL CONSIDERATION REQUEST**

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17 JUN 29 AM 11:12

TO: Mayor & City Council

FROM: Councilwoman Shirley Gonzales, District 5

COPIES TO: Sheryl Sculley, City Manager; Leticia Vacek, City Clerk; Martha G. Sepeda, Acting City Attorney; John Peterek, Assistant to the City Manager; Christopher Callanen, Assistant to City Council

SUBJECT: NACTO Design Guides

DATE: June 27, 2017

**Issue Proposed for Consideration**

I ask for your support for the inclusion of the following item on the agenda of the earliest available meeting of the Governance Committee:

Direct Transportation and Capital Improvement (TCI) to

1. Utilize National Association of City Transportation Officials (NACTO) design guides as a primary requirement for transportation project design, beginning with all acquisition requests associated with 2017-2022 Bond projects.
2. Revise the City of San Antonio Design Guidance Manual to reflect the principles of Vision Zero, specify safety as the highest priority for transportation system design, minimize level of service and traffic flow as transportation system priorities, and institutionalize the use of NACTO design guides.
3. Establish a formal, sustained training program for City employees, consultants and contractors involved with engineering, design, construction and maintenance of streets to improve the safety of city streets and the accommodation of alternative travel modes.

**Brief Background**

San Antonio adopted a Complete Streets policy in 2012, Vision Zero in 2015 and became a member city of NACTO in 2016. By these actions San Antonio has expressed its commitment to improving safety and accessibility for all road users, to include pedestrians, cyclists, transit and motor vehicles. However, traffic fatality and serious injury rate reductions have not yet been realized.

Agencies and organizations such as The Federal Highway Administration (FHWA), NACTO and Smart Growth America have recognized that roadway design manuals and guides have historically not emphasized safety. The result is streets in municipalities nationwide that are dangerous for all road users, but especially dangerous for pedestrians and cyclists. Further, design manuals based on the American Association of State Highway and Transportation Officials' (AASHTO) A Policy on Geometric Design of Highways and Streets ("Green Book") prioritize traffic flow over safety. Traditional street design based on AASHTO Green Book has been criticized for not being sensitive to urban environments or the needs of pedestrians and cyclists. The NACTO design guides were developed in response to the Green Book deficiencies and have been endorsed by FHWA in subsequent memoranda and FAQs. A focused effort is needed to develop and institutionalize transportation and street engineering


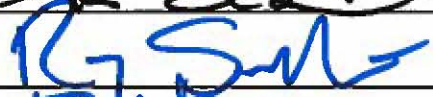


practices that prioritize safety over traffic flow and level of service. Considering the \$445 million in street, bridge and sidewalk programs approved in the 2017-2022 Bond, the immediate adoption of NACTO design guides as a primary instrument for street design and the subsequent revision of San Antonio's Design Guidance Manual are required to advance traffic safety and Vision Zero, improve air quality, reduce greenhouse gas emissions, improve public health and support alternative modes of transportation.

Submitted for Council consideration  
by:

  
Councilwoman Shirley Gonzales, District 5

Supporting Councilmembers' Signatures (4 only)

District No.

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