



Planning and Zoning Commission Meeting Agenda

COUNCIL CHAMBERS - 1209 FIORELLA STREET

Wednesday, May 13, 2026

5:00 PM

The Planning and Zoning Commission of the City of Castroville will meet in the Special Called Meeting beginning at 5:00 p.m. in the Council Chambers at City Hall on the following items listed on the agenda.

I. Call to Order

II. Roll Call

III. Citizen Comments

The Board will hear comments from any citizen or visitor. Speakers must address their comments to the presiding officer rather than individual board members or staff; stand at the podium, speak clearly into the microphone and state your name residential address before speaking. Speakers will be allowed a maximum of 3 minutes for testimony. In accordance with the State Open Meetings Act, the Board is restricted from discussing or taking action on items not listed on the agenda. Action can only be taken at a future meeting.

IV. Approval of Minutes

a. Minutes from Special Called Meeting on March 25, 2026.

V. Discussion

a. Discussion and appropriate action to review and make appropriate recommendations related to parkland dedication revisions in the subdivision ordinance.

b. Discussion of sections 4 and 5 of the draft Sign Ordinance to gather feedback and guide future revisions.

c. Discussion and appropriate action on a proposed amendment to the Comprehensive Zoning Ordinance, including revisions to the Table of Contents; amendments to Article I, General Provisions, Section 8 (General Definitions) to add a definition for temporary storage containers; and the addition of Article I, Section 21, establishing regulations for temporary storage containers.

d. Discussion regarding Planning and Zoning Commission meeting attendance expectations and procedures for notifying staff when unable to attend a meeting.

- e. Discussion and possible action to review the draft City of Castroville Active Transportation Plan.

VI. Discussion on Future Agenda Items

VII. Adjourn

Accessibility Statement

The City Hall is wheelchair accessible. The exit and parking ramps are located at the rear of the building.

Non-Discrimination Statement

The City of Castroville does not discriminate on the basis of race, color, national origin, sex, religion, or disability in the employment or the provision of services.

I hereby certify that the above notice of meeting was posted on the bulletin board of City Hall, Castroville, Texas on May 6, 2026 before 5:00 p.m.

/s/ Debra Howe

City Secretary

Minutes of the Castroville, Texas Planning and Zoning Meeting (Special Meeting)

Wednesday, March 25, 2026 6:30 P.M.

Council Chambers, 1209 Fiorella Street

I. Call to Order

Meeting called to order at 6:30 P.M.

II. ROLL CALL

Present at this meeting (Chairman) Jim Welch, (Acting Secretary) Bryan Griffin, (Members) Valerie Solis and Troy Griggs, (Development Director) Breana Soto, (City Council Liaison) Houston Marchman.

III. CITIZEN COMMENTS

Citizen comments were opened at 6:31 p.m. and there being no one wishing to address the Board, the comment period was closed at 6:31pm.

IV. Approval of Previous Minutes

- a. Minutes of the January 14th meeting were reviewed and approved on a motion from Solis and a second from Griggs.
- b. Minutes of the February 11th meeting were reviewed and approved on a motion from Solis and a second from Griggs.

V. Public Hearing(s)

- a. A public hearing was opened on a proposed amendment to the Comprehensive Zoning Ordinance including revisions to the Table of Contents; amendments to Article I, General Provisions, Section 8 (General definitions) and the addition of

Article I, Section 21, establishing regulations for temporary storage containers. There being no citizens present to address the Board on this matter, the hearing was opened and closed at 6:33 p.m.

VI. Discussion

- a. Director Soto advised that she had put together language for Art. I, Sect 21 to address temporary storage containers. Welch questioned enforcement citing the case of a Connex style storage unit being placed on a parking area while a business is being remodeled and the parking area in question belongs to the business. Griggs cited an example of a business that uses Connex containers on jobsites in other locations; but, the business stores these empty containers at their business location within the city on an area not accessible by the public. Soto took note of these examples and said she would work up language to address them within the ordinance suggesting there should probably be a focus on residential property restrictions of temporary storage more so than on commercial properties.
- b. Nomination and election of the Chairmanship and Secretary positions on the Board.

Chairman Welch opened nominations for the position of Chairman to which Griffin nominated Welch to once again be Chairman. There were no other nominations made, Welch called for the vote with all members voting in the affirmative to make Welch Chairman. Welch opened nominations for the position of Secretary. Griffin nominated himself and there being no additional nominees, Welch called for the vote with all members voting in the affirmative making Griffin Secretary.

- c. Discussion and possible action on adoption of the Development Agreement Policy.
 - i. Soto went over the changes made to the policy following the special joint workshop meeting with City Council. Solis voiced a desire to see more clarity in the public engagement process of the policy. Griffin reaffirmed the need for a foundational document to give guidance and transparency to future growth. Welch was still in favor of the open language of the agreement document which would allow flexibility and allow for

developers to bring their creativity to the table when negotiating with the city. Griggs agreed with the policy. Solis made a motion to move the policy onto City Council; the motion was passed.

- d. Discussion and direction on the proposed updates to Chapter 24, Signs and Signage.

The members reviewed proposed language of Sections 1,2 and 3 of the draft proposal as presented by Director Soto. Discussion and suggestions were made to which Soto took note for the purpose of making amendments to the draft ordinance. This process will continue until the entire draft had been reviewed and amended pending final review and approval to submit to Council.

VII. Discussion on Future Agenda Items

- a. Continued review of Sign and Signage Ordinance
- b. Review of Park Dedication Ordinance (waiting on City Council action)

VIII. Adjournment

There being no further business, the meeting was adjourned at 7:25 p.m. These minutes are subject to approval by the Castroville Planning and Zoning Commission at the next scheduled meeting.



AGENDA REPORT

AGENDA OF: May 13, 2026

DEPARTMENT: Park and Recreation Board

SUBJECT: Consider and take appropriate action on Park & Recreation Advisory Board’s recommended changes to Subdivision Ordinance

RECOMMENDED MOTION:

I move to direct staff to proceed with drafting amendments to the Subdivision Ordinance consistent with the Parks & Recreation Advisory Board recommendations, as modified by City Council.

BACKGROUND:

The Parks and Recreation Advisory Board was asked to review parkland and open space dedication requirements within the Subdivision Ordinance and provide recommendations for potential updates. After multiple discussions with Community Development staff and internal deliberation, the Board brought forward a set of proposed changes.

At a recent City Council discussion, Council generally supported the Board’s direction but provided additional clarification and modifications to the draft language. The primary updates discussed by Council include:

- Usability Standard: At least 65% of the required parkland dedication must be considered usable or buildable land, rather than being comprised primarily of drainage or otherwise constrained areas.
- Approval Authority: Language referencing “the City” in subsection f.1 should be revised to specify City Council approval.
- Fee-in-Lieu Usage: References to “CIP projects” should be updated to “capital projects” to allow for broader applicability of collected funds.

These updates are intended to ensure that dedicated parkland provides functional community benefit, clarify decision-making authority, and provide flexibility in how fee-in-lieu funds may be utilized.

ATTACHMENTS:

- a. Changes recommended by Parks and Recreation Advisory Board
- b. Current subdivision ordinance

CURERNT ORDINANCE

Sec. 100-53. Parkland dedication.

(a) All residential subdivision applications and requests for plat approval submitted to the city, including property being platted within the city's extraterritorial jurisdiction, shall show the area proposed for parkland to be dedicated to the public. All properties that are subdivided for residential use, including but not limited to single-family residences, multifamily housing, condominiums, town homes and manufactured home communities are subject to either a parkland dedication plan acceptable by the city or payment of cash in lieu of designated parkland. This area shall be no less than five percent of the gross area of the property being platted, and shall have a suitable means of access from a public street.

(b) In all instances, the city shall have the right to accept the dedication of parkland or to refuse it. Any parkland dedicated to the city shall be suitable for either active or passive recreational use. For example, a drainage area that serves no useful recreational purpose shall not be accepted as parkland.

(c) If the city accepts the parkland dedication, the dedication shall be made on the final plat. Parkland dedication by separate instrument shall not be accepted. No final plat dedicating parkland shall be approved until the parkland dedication requirements are met.

(d) A subdivider involved in the following platting situations may apply for a parkland dedication exemption, provided that the subdivider can show evidence of no or limited impact on the existing parks and recreational facilities of the city:

- (1) Vacating plats;
- (2) Vacating and resubdivision plats;
- (3) Amending and correcting plats; or
- (4) Plats for projects designed specifically as elderly housing.

(e) Exemption applications shall be made to the city council. Exemptions, if granted, may be full or partial as judged appropriate by city council.

(f) Cash payment in lieu of dedication.

(1) Initiation by the city. The city may require a subdivider to pay cash in lieu of parkland dedication. In the event that the city requires cash in lieu of parkland dedication, the subdivider shall pay a fee equal to five percent) of the total appraised value of the subdivided property, as determined by the Medina County Appraisal District.

(2) Small subdivisions. When a subdivision will result in less than 100 residential units or less than five total acres, the subdivider shall make a cash payment in lieu of parkland dedication. The subdivider shall pay a fee equal to five percent of the total appraised value of the subdivided property, as determined by the Medina County Appraisal District.

(3) Parkland fund. Cash paid in lieu of parkland dedication shall be paid into a "parkland fund" to be created by the city, and shall be expended by the City for the acquisition, development, or rehabilitation of parkland or for improvements to existing parkland.

(Ord. No. 2002-003, art. III, § 3, 1-14-2002; Ord. No. 2014-005, § 1, 12-10-2013)

REVISED ORDINANCE

Sec. 100-53. Parkland dedication.

(a) Dedication Requirements and Platting. All residential subdivision applications, including property within the city's extraterritorial jurisdiction, shall clearly show the area proposed for parkland dedication on both the preliminary and final plats. This includes the location, dimensions, and purposes of all proposed parks. All properties subdivided for residential use are subject to either an acceptable parkland dedication plan or payment of cash in lieu of land.

(b) Dedication Thresholds.

1. **Developments 5 to 200 Acres:** The developer must dedicate 5% of the gross site area to the city.
2. **Developments over 200 Acres:** The developer must dedicate 5% of the gross site area AND construct recreational amenities on the dedicated land (e.g., trails, playgrounds, sports fields). Amenities must comply with the Parks Master Plan and the Parks Director's standards.
3. **Developments under 5 Acres:** The developer shall make a cash payment in lieu of dedication (see subsection f).

(c) Valid Parkland Criteria. To be accepted, dedicated parkland must meet the following criteria:

- **Usability:** Suitable for active or passive recreation. Drainage, detention, or utility areas do not qualify unless specifically designed for recreational use.
- **Form:** Must be contiguous and functional in shape; fragmented parcels or "leftover" strips are not acceptable.
- **Access:** Must have frontage on a public street and connect to existing or planned sidewalks, trails, or active transportation facilities.
- **Clearance:** Must be free of easements, buffers, or setbacks that limit recreational use.

(d) Ownership and Maintenance. Parkland may be accepted for City ownership or maintained by a homeowners' association (HOA), subject to City approval. If maintained by an HOA, perpetual public access and maintenance standards must be established through recorded covenants approved by the City.

(e) Exemptions.

A subdivider may apply to the City Council for a parkland dedication exemption for:

1. Vacating plats.
2. Vacating and re-subdivision plats.
3. Amending and correcting plats. (Note: Housing for the elderly is no longer exempt and must provide parkland dedication).

(f) Cash Payment in Lieu of Dedication (FILO). FILO should be considered a last resort when dedication is not feasible.

1. **Criteria for FILO:** The City may require or allow FILO if the development is under 5 acres, or if the land offered does not meet city standards and no feasible space exists within the project.
2. **Calculation:** The fee shall equal 5% of the finished land value of the development's total acreage. The value must be supported by a current appraisal paid for by the developer and reviewed/approved by the City.
3. **Parkland Fund:** Fees shall be deposited into a dedicated Parkland Fund, separate from General Funds.
4. **Use of Funds:** Funds must be spent within 8 years for acquiring new parkland or for CIP projects (acquisition, development, or rehabilitation). Funds may not be used for routine maintenance, staffing, or vehicles.

(g) Approval Process. The Parks and Recreation Advisory Board and the Parks Director shall be included in the approval process for all parkland dedications to ensure compliance with the Parks Master Plan and Active Transportation Plan.

November 19, 2025

Wednesday, 9:00 a.m.

I. Call to order TIME: 9:00a

II. Roll Call

Present:

- Adriana Arrington- Calk, President
- Nicol Schriener, Vice President
- Alli Welch, Secretary
- Kyle McVay- Member
- Stephen Dauphin- Member
- Vacant- Alternate
- Vacant- Alternate
- Jonah Chang, Director of Parks and Recreation

OTHERS PRESENT:

Patrick Connor- Citizen

III. Citizen's comments

none

IV. Discussion and Action Items

a. Review shower/restroom building plans for the Castroville Pool

Discussion

No updates from Jonah. Push to December and hopefully will have quotes by then.

b. Discuss and take appropriate action on updating parkland requirements for new developments

Discussion

Comments Submitted by David Merz – Parkland Dedication Ordinance Review

Merz provided the following initial recommendations for updating the parkland dedication ordinance:

- Require parkland areas to be clearly identified throughout the development review process.
- Eliminate the cash-in-lieu option for parkland dedication.
- Remove the dwelling-unit minimum; allow any development of 5 acres or more to dedicate 5% parkland (resulting in roughly a ¼-acre park for a 5-acre development).
- Eliminate the option for PUDs to provide HOA-controlled private parks in place of public parks.

November 19, 2025

Wednesday, 9:00 a.m.

Board Discussion:

The Board discussed eliminating the cash option; however, several members felt it may still be appropriate in certain situations. It was suggested that the Board review examples of communities that have successfully implemented a no-cash ordinance to better understand how such policies are applied.

Additional discussion included strategies for acquiring land adjacent to existing parks, such as conservation easements, direct purchase, or potential bond options. Members questioned whether cash-in-lieu should be considered a last resort and emphasized that any payment must be meaningful. Ideally, developers should present requests for cash alternatives to the Parks Board before Council consideration. The Board also noted that the current valuation method is too low and should be updated to fair market value rather than appraisal district figures.

In discussion of HOA run vs. city run parks, Jonah reported that current staffing levels can support maintenance of additional small pocket parks, but larger parks would require more staff.

Westheim's park space was noted as an example where HOA insurance costs were prohibitive. Patrick suggested requiring HOAs to carry appropriate insurance through initial development agreements.

Board members expressed the importance of providing parks throughout the city, regardless of proximity to existing parks.

The Board discussed removing Section 2 relating to small subdivisions (per Merz's notes) and reviewed NRPA recommendations, including the 5% land dedication guideline. Members also discussed creating a dedicated Parkland Fund for any in-lieu payments to ensure clear, restricted use for park development.

Discussed the board developing a "user guide" outlining desired park features and expectations for future development review. In the meantime, a draft recommendation for updating parkland dedication ordinance to council will be prepared for the December meeting.

Motion: no motion- left as discussion

V. Future agenda Items

November 19, 2025

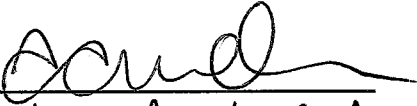
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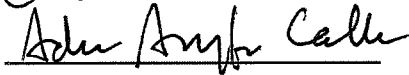
VI. Adjourn TIME 10:06am

Motion: To Adjourn

Motion By: Kyle 2nd By: Nicol

Vote: Yes# 5 No# 0 Pass

Prepared By 

Approved By 

February 18, 2026

Wednesday, 6:30p.m.

Registration Cap & Residency Considerations

The program is approaching capacity and may soon need to cap registration. Price indicated a likely cap of approximately 800 participants, while Jonah suggested a more manageable range of 700–750 participants. The board discussed potential strategies to address growth and related concerns, including designating parking spaces tied to specific field reservations (which would require coordination and planning by the Parks Department), limiting participation to MVISD students, and implementing additional fees for non-residents. Price noted that Hondo currently charges additional fees for non-citizens; although this would impact only a small number of participants locally, it could serve as a starting point.

VI. Discussion and Action Items

- a. Discuss and take appropriate action on the Parkland Dedication ordinance updates (board packet page 12)

Jonah noted that maintenance of a small park (approximately one-quarter acre) would be manageable and feasible. Adrianna discussed FILO and the current 5% allocation, asking whether the board wished to recommend a higher percentage. Nicol commented that setting the percentage higher could make it less desirable for developers which could be beneficial for the city because ultimately, we would like land over FILO. Kyle expressed a desire for the board to have input on park matters within new developments.

MOTION- Adopt and recommend the parkland dedication ordinance with the edits provided during the meeting.

**Motion Alli Second Kyle
Pass 5-0**

- b. Discuss and take appropriate action on the Community Center Policy (board packet page 16)

Kyle complimented Jonah and the policy. Board indicated that it was very thorough.

Motion by Kyle to accept policy.
2nd by Stephen
Pass 5-0

- c. Discuss and take possible action on the Medina Valley Soccer Association presentation and their usage at Regional Park

Breana Soto

From: Jonah Chang <Jonah.Chang@castrovilletx.gov>
Sent: Friday, March 27, 2026 9:14 AM
Cc: Debra Howe
Subject: Parkland Dedication Recommendations From Council

******Parks & Rec Advisory board on bcc******

Good morning,

At the last Council meeting, the City Council reviewed and recommended the Parkland Dedication move to P&Z for review with some minor changes.

Recommended changes:

1. Add "Council" approval at the end of the statement(B3)
2. Recommends adding that the land should be 60-70% usable(C- Usability)
3. Add "City Council"(F1)
4. Remove CIP and change to "Capital"(F4)

I've highlighted the areas and made the changes(GREEN highlight.) I would like to see what the board recommends for bullet point #2.

If you'd like to hear exactly what Councilman Lee said, please follow the link & he starts lining out these recommended changes at 3:06:14

- <https://www.youtube.com/watch?v=u4UrabHeodc>

Thank you,

Jonah Chang, CPRP CPO

Director of Parks & Recreation

City of Castroville

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Agenda Report

Agenda of: May 13, 2026

Department: Community Development Department

Subject: Discussion of initial sections of the draft Sign Ordinance to gather feedback and guide future revisions.

Recommended Motion:

No action recommended.

Background:

The Planning and Zoning Commission will continue its review of the draft Sign Ordinance by focusing on Sections 4 and 5, which address enforcement mechanisms and the treatment of existing nonconforming signs.

At the previous meeting, the Commission reviewed Sections 1–3, which established the general framework of the ordinance. Sections 4 and 5 focus on implementation, including how the City addresses noncompliant, abandoned, and nonconforming signs.

Sections 4 and 5 of the draft ordinance introduce several key changes compared to the current Chapter 24:

- Abandoned Signs
- Maintenance and Dilapidated Signs
- Violations and Enforcement
- Nonconforming Signs
- Relief and Flexibility

Attachments:

- Discussion Focus
- Draft Sign Ordinance (Sections 4-5 highlighted)
- Side by Side from Chapter 24

Castroville Sign Ordinance

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Section 4. Abandoned Signs, Dilapidated Signs, and Sign Violations

- A. The owner of any premise on which there is displayed or maintained any abandoned or dilapidated signs shall comply with the following requirements:
1. The owner of any dilapidated sign shall remove the sign within thirty (30) days after receiving written notice from the City Administrator or the adoption of this Ordinance, whichever is later;
 2. The owner of a supporting structure used or designed to be used with a dilapidated sign shall remove the supporting structure within thirty (30) days after receiving written notice from the City Administrator.
 3. If an abandoned supporting structure does not have a can, frame, or similar part of the supporting structure that would hold the sign or to which the sign would be attached, the supporting structure shall be removed or made to comply with the provisions of the Ordinance.
 4. Any modifications, alterations or changes to an abandoned sign or supporting structure shall be made in full compliance with the requirements of this Ordinance.
 5. Any dilapidated sign or dilapidated supporting structure not in compliance with this Ordinance is an unlawful sign and may be removed by the City in compliance with C below and the owner may be prosecuted or be enjoined from continuing such violation.
 6. If a sign that conforms to the regulations of this Ordinance is abandoned, the owner, user, and persons who benefit from the sign and the owner, operator, and tenants of the property on which the sign is located shall remove it, paint out or cover the message portion of the sign, put a blank face on the sign, or otherwise bring it into compliance with this Ordinance so as to leave the message portion and supporting structure neat and unobtrusive in appearance, within ninety (90) days after receiving written notice from the City Administrator.
- B. The following are required for the use, display, maintenance, or permitting of an alteration of any abandoned sign or supporting structure regardless of when the sign was abandoned:
1. Like Material

Only the same like, or better quality material as that being replaced shall be used as a face on or in the abandoned sign. The face of the supporting structure must be one that the supporting structure is designed to support.
 2. Covered Messages
 - a. Abandoned signs may be painted in order to “blank” the face.
 - b. However, the paint must completely cover the sign face or message portion of the structure. The covered, painted over message must not show through the paint.
 - c. Covered sign faces must be of a material or substance that renders the resulting sign face completely blank, opaque, and resistant to deterioration. It is a violation of these regulations to allow a covered message to bleed or show through the paint or covering.
 - d. Routed, embossed, or raised messages or sign copy must not be visible to the ordinary observer, if the face or message is blanked
 3. No person shall alter an abandoned sign or supporting structure without first obtaining a permit to do so from the City Administrator.

C. Sign Violations and Removal

1. The City Administrator shall have the authority to issue a sign violation notice and shall be empowered to enter upon the premises of any person within the City or its ETJ for the purpose of enforcing the provisions herein.
2. The City is authorized to take all legal means to ensure that a sign violation is removed or remedied.
3. When a sign requiring a permit is erected without a sign permit, the City Administrator shall use the following procedures.
 - a. The City shall give written notice of violation to the responsible party or to the occupant of the premises if the responsible party is not known. The notice shall include a description of the violation, the date such violation was noted, instructions to contact the City Administrator to apply for a permit for the sign, if applicable, and the fine schedule if the notice is not heeded, refused or unclaimed. The notice is deemed delivered when deposited in the United States Postal Service mail, with postage paid to the last known address of the party responsible for such sign.
 - b. If the City is unable to deliver written notice to the responsible party, a telephone call shall be made by the City Administrator, date and time recorded, informing the owner of the premises on which the sign is located that on a set day, a fine shall commence to be assessed to the owner of the sign for each day of the violation until the sign(s) are removed.
 - c. If, within ten (10) calendar days, the responsible party fails to contact the City Administrator in writing, bring the sign into conformance with this Ordinance, or apply for a permit for the sign, the City Administrator shall have the sign removed or impounded without further notice, or shall fine the owner on a daily basis as set forth within this Ordinance.
 - d. The party responsible for the sign shall, upon conviction, be guilty of a misdemeanor and shall (a) forfeit both the sign and any permit associated with the sign; and (b) pay the fines set by the court, not to exceed the fines specified in Section 3 for each violation. Each day of the continued violation shall constitute a separate violation.
4. Any sign which in the judgment of the City Administrator has become an imminent hazard to public safety, either because of an incident of damage or because of neglect of maintenance, shall be repaired or removed by the responsible party without delay. Notice of the existence of the hazard shall specify the maximum time which may be allowed for repairs or removal in order to ensure public safety, and the notice may be served upon the responsible party by certified mail. A hazardous sign which is not repaired or removed within the time specified shall be removed by the City and the actual cost of such removal shall be charged to the responsible party for the sign. The City shall impound and dispose of hold such unmaintained or unrepaired signs in accordance with 5, below.
5. Impoundment of Signs
 - a. The City Administrator shall have the authority to remove all signs, without notice to the owners thereof, placed within any street or highway Right-of-Way, or attached to trees, telephone and utility poles, other natural features or signs otherwise prohibited or not authorized by this Ordinance, and to immediately and permanently dispose of the signs.
 - b. The owner of an impounded sign may recover the same upon payment of an impoundment fee for each sign, and all costs associated with the removal of the sign, prior to the expiration of the fourteen (14) day impoundment period; in the event the sign is not claimed and retrieved from the City's possession within fourteen (14) days, the City Administrator shall have authority

to dispose of such sign. The owner shall be responsible for all costs associated with removal and disposal of the sign.

D. Conformance to Standards Required

Signs must meet all applicable standards as set forth herein and all City codes as amended, regardless of whether a permit is required.

Section 5. Nonconforming Signs and Relief from Requirements

A. Nonconforming Sign

1. These regulations shall apply to all Nonconforming Signs. All Nonconforming Signs shall be brought into compliance with this Ordinance in accordance with the provisions of these regulations.
2. Signs erected on a property prior to its annexation and not in compliance with this Ordinance shall be considered Nonconforming Signs until such time as they are brought into compliance in accordance with this Ordinance.
3. All Nonconforming Signs that were erected in violation of the ordinances of the City in existence at the time the sign was permitted or should have been permitted, and which violation was or has not been cured, shall, upon written notice, be required to be brought into compliance with this Ordinance or removed within a reasonable time frame specified by the City Administrator, but not to exceed thirty (30) days from the date of notice.
4. Nonconforming Signs that do not comply with the City Building Codes shall be subject to enforcement under the Building Codes, as well as this Ordinance. Repairs or modifications required under the City Building Codes shall not entitle the owner of the Nonconforming Sign to compensation under this Ordinance.
5. All Nonconforming Signs shall be subject to the following provisions:
 - a. Whenever a land use changes, any nonconforming sign must be modified so as to be in full compliance with these sign regulations.
 - b. Any Nonconforming Sign that has been destroyed or damaged to the extent that the cost of repairing the sign is more than sixty (60) percent of the cost of erecting a new sign of the same type at the same location shall be removed or shall be brought into compliance with this Ordinance within six (6) months from receipt of an order from the City Administrator, without compensation being paid by the City to the owner.
 - c. No Nonconforming Sign shall be required to be relocated or removed unless such Nonconforming Sign is more than sixty (60) percent destroyed or damaged as provided in b above.

B. Sign Requirements Relief Procedures

1. Petition for Waiver.

A Petition for a Waiver to a particular standard or requirement of this Ordinance is to determine whether such particular standard or requirement should be applied to an application or modified. A Waiver is a change to the standards, not otherwise permitted by this Ordinance.

2. Application.

- a. A request for a Waiver to a particular standard or requirement of this Ordinance shall be submitted on a form provided by the City and accompanied by the prescribed fee set forth in the City's adopted Fee Schedule.
- b. The petition shall state the grounds for Waiver.
- c. The Applicant bears the burden of proof to demonstrate in the application the following:
 - i. the requirement for which the Waiver is requested imposes an undue hardship on the Applicant;
 - ii. the proposed sign shall be of a unique design or configuration;

- iii. the Waiver is needed due to a hardship caused by restricted area, shape, topography, or physical features that are unique to the property or structure on which the proposed sign would be placed, and such hardship is not self-imposed;
 - iv. the Waiver will substantially improve the convenience and welfare of the public and does not violate the intent of this Ordinance; and,
 - v. the requirement or standard will not adversely impact an adjacent property owner.
- d. Incomplete applications shall not be accepted or considered for waivers.
 - e. An application for a Waiver shall not be accepted for a sign that is prohibited by this Ordinance.
3. Procedure.
- a. The City Administrator shall review the application and create a report for the Planning and Zoning Commission. Every application shall automatically be forwarded to the Planning and Zoning Commission for consideration as a Public Hearing Item.
 - b. The Planning and Zoning Commission may vote to recommend approval, approval with amendments and conditions, table, or deny in whole or in part the application for a Waiver for any reason.
 - c. The Planning and Zoning Commission recommendation shall be forwarded to the City Council for consideration at their next regularly scheduled meeting. The City Council may vote to approve, approve with amendments and conditions, table, or deny in whole or in part the application for a Waiver for any reason. The City Council has final authority to approve a waiver at a City Council meeting in conformance with Texas Government Code, Chapter 551, as amended.
4. Dispensation.
- The Planning and Zoning Commission may recommend, and City Council may impose, conditions upon the granting of a waiver under this Section. Such conditions must be related to the variance sought, and be generally intended to mitigate the adverse effects of the sign on neighboring tracts and the general aesthetic ambiance of the community. An Applicant's failure to comply with conditions placed on a waiver may result in the City Council voiding the waiver and authorizing all available code enforcement actions and other remedies available in equity or at law.
5. Consideration for Amortization.
- When considering the granting of a requested waiver under this Section, the City may take into consideration an Applicant's commitment to bring pre-existing nonconforming signs into compliance with this Ordinance, and the removal of any pre-existing nonconforming signs.

DISCUSSION FOCUS: SECTIONS 4–5

Section 4: Abandoned Signs, Dilapidated Signs, and Sign Violations

This section establishes standards and procedures for identifying, maintaining, and removing signs that are abandoned, unsafe, or in violation of the ordinance.

Key elements include:

- Defines and regulates abandoned signs, including requirements for blanking sign faces
- Establishes clear maintenance and safety standards for all signage
- Identifies hazardous or dilapidated signs and requires repair or removal
- Provides a structured enforcement process, including:
 - Written notice of violation
 - Defined compliance timeframe (e.g., 10 days)
 - Daily violations for continued noncompliance
 - Authorizes the City to remove signs that are not brought into compliance
 - Improves clarity and consistency for enforcement staff

Discussion Questions:

- Does the definition and treatment of abandoned signs provide enough clarity?
- Is the 10-day compliance window appropriate, or should it be adjusted?
- Should the City have stronger or more limited authority to remove signs?
- Are the maintenance standards clear and enforceable?
- Does this approach strike the right balance between compliance and fairness?

Section 5: Nonconforming Signs and Relief from Requirements

This section addresses how existing signs that do not meet current standards are regulated and establishes when they must be brought into compliance.

Key elements include:

- Defines nonconforming signs and allows continued use under certain conditions
- Establishes triggers for compliance, including:
 - Significant damage
 - Alterations or modifications
 - Redevelopment or change in use
 - Clarifies when repairs require full compliance with current standards
 - Introduces a more structured approach to relief and administrative decision-making
 - Creates a pathway toward long-term compliance over time

Discussion Questions:

- Should nonconforming signs be allowed to remain indefinitely, or phased out over time?
- Are the compliance triggers (damage, redevelopment, etc.) appropriate?
- Should a damage threshold (e.g., percentage) be defined more clearly?
- Does the ordinance provide enough flexibility for existing businesses?
- Is the relief process clear and appropriate?

COMPARISON

Topic	Existing Chapter 24 (Current Approach)	Draft Sign Ordinance (Proposed)
Abandoned Signs	“Abandoned signs” are listed as prohibited signs; however, the ordinance does not define what constitutes an abandoned sign or provide a process for addressing or removing such signs.	“Abandoned signs may be painted in order to blank the face of the sign; however, the covered or blanked message must not show through the new surface. No person shall alter an abandoned sign without first obtaining a permit in accordance with this Ordinance.”
Maintenance Standards	“All signs shall be maintained in good structural condition and in compliance with all applicable building and electrical codes.”	“Any sign which has become an imminent hazard to persons or property shall be repaired or removed. The City shall provide written notice specifying the required corrective action and the timeframe for compliance.”
Dilapidated / Unsafe Signs	Maintenance and unsafe conditions are generally addressed through broad code enforcement or nuisance provisions without sign-specific thresholds or procedures.	“Any sign that is structurally unsafe, has defective electrical components, or is otherwise in a state of disrepair so as to pose a hazard shall be declared a hazardous sign and shall be repaired or removed within the time specified in the notice. If not corrected, the City may remove the sign.”
Violation Process	“Any person violating any provision of this chapter shall be deemed guilty of a misdemeanor and upon conviction shall be fined not more than \$200. Each day such violation continues shall constitute a separate offense.”	“The City Administrator or designee shall issue a written notice of violation describing the nature of the violation and the required corrective action. If the violation is not corrected within ten (10) calendar days, or within the time specified in the notice, the City may take appropriate enforcement action, including removal of the sign.”
Notice & Compliance	Notice procedures are not specific to signage and rely on general enforcement provisions within the Code of Ordinances.	“The City shall provide written notice to the property owner or sign owner identifying the violation and providing a specified period of time for compliance. Failure to comply within the stated timeframe shall result in further enforcement action.”
Removal Authority	Removal of noncompliant signs may require additional legal or nuisance procedures and is not clearly outlined within the sign ordinance itself.	“If the violation is not corrected within the specified timeframe, the City Administrator or designee shall have the authority to remove the sign, and the cost of removal may be assessed to the property owner.”

Topic	Existing Chapter 24 (Current Approach)	Draft Sign Ordinance (Proposed)
Nonconforming Signs	The ordinance allows existing nonconforming signs to remain and includes language encouraging compliance, such as: “Incentives may be offered to bring pre-existing nonconforming signs into compliance.”	“A nonconforming sign lawfully existing at the time of adoption of this Ordinance may be continued; however, such sign shall not be enlarged, expanded, or structurally altered except in conformity with the provisions of this Ordinance.”
Repairs & Alterations	“Ordinary and routine necessary repairs and maintenance may be performed on any sign without requiring the sign to be brought into compliance with current standards.”	“Any alteration, relocation, or structural modification of a nonconforming sign shall require the sign to be brought into full compliance with the provisions of this Ordinance.”
Damage Threshold / Compliance Trigger	The ordinance does not establish a clear threshold for when damage requires a sign to be brought into compliance.	“If a nonconforming sign is damaged or destroyed to an extent exceeding fifty (50) percent of its replacement value, the sign shall not be reconstructed except in full compliance with this Ordinance.”
Redevelopment / Change of Use	The ordinance does not clearly tie site redevelopment or change in use to sign compliance requirements.	“When a property undergoes redevelopment or a change in use, all signage on the property shall be brought into compliance with the provisions of this Ordinance.”
Relief / Flexibility	Relief mechanisms are limited and primarily incentive-based, such as variance incentives for voluntary compliance.	“The City Administrator or designated body may grant relief from the strict application of this Ordinance where it is determined that such relief will not adversely affect public safety or the intent of the Ordinance.”
Enforcement Clarity	Enforcement relies on general provisions and may be applied inconsistently due to limited sign-specific procedures.	The ordinance establishes a clear, step-by-step enforcement process including notice, compliance period, and removal authority, resulting in more consistent and predictable enforcement.



Agenda Report

Agenda of: May 13, 2026
Department: Community Development Department
Subject: Temporary Storage

Recommended Motion:

I move to recommend approval of the proposed amendments to the Comprehensive Zoning Ordinance as presented.

BACKGROUND:

Currently, the Comprehensive Zoning Ordinance does not include specific definitions or regulations for temporary storage containers. As a result, staff has encountered situations where such containers are placed on residential and commercial properties without clear guidance on duration, placement, or screening.

The absence of regulations has created challenges in enforcement and consistency. The proposed amendments are intended to fill this gap by establishing clear standards while still allowing reasonable use of these containers for moving, storage, or construction-related purposes.

ANALYSIS:

Proposed Changes

The ordinance has been revised to include the following key updates:

- **Permit Requirements**
 - Retains permit requirement for residential properties
 - Removes permit requirement for commercially zoned properties
- **Duration**
 - Maintains time limits for residential properties
 - Removes duration limits for commercially zoned properties
- **Placement Standards**
 - Strengthens placement requirements to ensure containers are not located in:
 - Public rights-of-way
 - Fire lanes
 - Required buffer areas or visibility triangles

- Requires placement on paved or stabilized surfaces
- Limits placement between the primary structure and a public street
- Allows placement within parking spaces on commercial properties only when the business is not in operation
- **Maintenance and Use**
 - Requires containers to be maintained in good condition
 - Prohibits use as permanent structures or habitable space
- **Enforcement**
 - Establishes that noncompliance with standards constitutes a violation subject to enforcement, including removal if necessary

PUBLIC NOTICE:

Notice of the public hearing was published in accordance with state law and City requirements.

FISCAL IMPACT:

No significant fiscal impact is anticipated. Any administrative costs associated with implementation and enforcement are expected to be minimal and absorbed within the existing departmental budget.

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission forward a recommendation of approval to the City Council for the proposed amendments to the Comprehensive Zoning Ordinance.

ATTACHMENTS:

- Draft Ordinance Amendment
- Proposed Article I, Section 21 – Temporary Storage Containers
- Updated Table of Contents

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY OF CASTROVILLE, TEXAS, AMENDING THE COMPREHENSIVE ZONING ORDINANCE BY AMENDING ARTICLE I, SECTION 8 (GENERAL DEFINITIONS) TO ADD A DEFINITION FOR TEMPORARY STORAGE CONTAINERS; ADDING ARTICLE I, SECTION 21, ESTABLISHING REGULATIONS FOR TEMPORARY STORAGE CONTAINERS; PROVIDING FOR A PENALTY; PROVIDING FOR SEVERABILITY; PROVIDING FOR REPEALER; AND PROVIDING AN EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CASTROVILLE, TEXAS:

WHEREAS, the City of Castroville is authorized to regulate zoning pursuant to Texas Local Government Code Chapter 211; and

WHEREAS, pursuant to such statutory authority the City Council has adopted the Comprehensive Zoning Ordinance, which is published by the City as a separate document from the Code of Ordinances published by the Municode Corporation, and

WHEREAS, City Council deems it appropriate to amend the Comprehensive Zoning Ordinance, by creating a new Section 21, establishing regulations for temporary storage containers.; and

WHEREAS, on the 25th day of March, 2026, the Planning and Zoning Commission conducted a properly advertised public hearing to receive citizen comments and testimony; and

WHEREAS, on the 25th day of March, 2026, the Planning and Zoning Commission made a recommendation to approve the amendment to the Comprehensive Zoning Ordinance; and

WHEREAS, on the ___th day of _____, 2026, the City Council conducted a properly advertised public hearing to receive citizen comments and testimony regarding the proposed amendment.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CASTROVILLE, TEXAS, THAT:

Section one. Recitals adopted. City Council finds the above stated recitals to be true and correct and said recitals are adopted herein for all purposes.

Section two. Amendment to Article I. Article I, Section 8, *General Definitions* is hereby amended by inclusion of the substantive language as attached in **Exhibit “A”**, hereto, which is incorporated by reference herein for all purposes.

Section three. Adoption of new Article I, Section 21. A new Section 21 (entitled “*Temporary Storage Containers*”), of Article I is hereby adopted by inclusion of the substantive language as attached in **Exhibit “B”**, hereto, which is incorporated by reference herein for all purposes.

Section four. Amending of FY 25-26 Fee Schedule. The City’s fee schedule is hereby amended by inclusion of the substantive language as attached in **Exhibit “C”**, hereto, which is incorporated by reference herein for all purposes.

Section five. Directive to the City Secretary. The City Secretary is hereby directed and authorized to revise and republish the Comprehensive Zoning Ordinance to include **Exhibit “A”, Exhibit “B”, and Exhibit “C”** hereto.

Section six. Cumulative and Conflicts. This Ordinance shall be cumulative of all provisions of ordinances of the City of Castroville, Texas, except where the provisions of the Ordinance are in direct conflict with the provisions of such ordinances, in which event the conflicting provisions of such ordinances are hereby repealed. Any and all previous versions of this Ordinance to the extent that they are in conflict herewith are repealed.

Section seven. Severability. It is hereby declared to be the intention of the City Council that the phrases, clauses, sentences, paragraphs, and sections of this Ordinance are severable, and if any phrase, clause sentence, paragraph or section of this Ordinance shall be declared unconstitutional by the valid judgment or decree of any court of competent jurisdiction, such unconstitutionality shall not affect any of the remaining phrases, clauses, sentences, paragraphs and sections of this Ordinance, since the same would have been enacted by the City Council without the incorporation in this Ordinance of any such unconstitutional phrase, clause, sentence, paragraph or section.

Section eight. Effective Date. This Ordinance shall become effective immediately upon its passage, approval and publication as provided by law.

PASSED AND APPROVED THIS ___ **th DAY OF** _____, **2026.**

**BRUCE ALEXANDER,
MAYOR PRO TEM**

ATTEST:

APPROVED AS TO FORM:

DEBRA HOWE, CITY SECRETARY

DNRBH&Z PC

“Exhibit A”

ARTICLE I, SECTION 8 – GENERAL DEFINITIONS

Add the following definition alphabetically:

Temporary Storage Container –A container designed and built to hold items during shipping, transportation, or off-site storage, including but not limited to industrial shipping containers (e.g., Conex or intermodal containers), containers used for the transportation and storage of household goods (e.g., PODS), and similar portable storage units. This definition does not include motor vehicles, including rental trucks or trailers, which are regulated under other provisions of the City Code.

“Exhibit B”

ARTICLE I – GENERAL PROVISIONS

Article I, Section 21 – Temporary Storage Containers

These standards apply to all temporary storage containers placed on any property within the incorporated city limits of Castroville and shall not apply within the extraterritorial jurisdiction (ETJ).

- A. Maximum Number – No more than one (1) temporary storage container shall be permitted on a residential property at any time, unless associated with an active building permit.
- B. Duration –
 - a. Residential: A permit shall be required for any temporary storage container placed on a residential property for more than seven (7) consecutive days. Temporary storage containers shall be permitted for a maximum of thirty (30) days per calendar year, with the option of one (1) additional thirty (30) day extension granted by the City Administrator or their designee.
 - b. Commercial: Temporary storage containers placed on commercially zoned property shall be permitted by right and shall not require a permit, provided all standards of this Section are met.
 - c. Noncompliance: Failure to comply with the standards of this Section shall constitute a violation of this Ordinance.
- C. Placement – Temporary storage containers shall comply with the following placement standards:
 - a. Shall not be located within a public right-of-way, required parking areas, fire lanes, required buffer areas, or visibility triangles;
 - b. Shall maintain a minimum setback of five (5) feet from all property lines;
 - c. Shall be placed on a paved or stabilized surface; placement on grass or unimproved surfaces is prohibited;
 - d. On commercial properties, containers shall not be located between the primary structure and a public street unless no other feasible location exists;
 - e. Shall not block required access, utilities, drainage paths, or pedestrian circulation;
 - f. Parking Areas Exception: Temporary storage containers may be placed within a parking space on commercially zoned property only when the business is not in operation and no other feasible location exists on the site, subject to the following:
 - i. The container shall not be located within fire lanes or interfere with emergency access;

- ii. The container shall not obstruct vehicle circulation, site access, or visibility;
 - iii. The container shall be removed from the parking space(s) or relocated to a compliant area when in operation.
- D. Maintenance Standards – Temporary storage containers shall be maintained in good condition and shall:
 - a. Be free of significant rust, peeling paint, graffiti, or structural defects;
 - b. Be secured at all times.
- E. Prohibited Uses – Temporary storage containers shall not be:
 - a. Used as permanent structures;
 - b. Used as accessory buildings or converted into habitable space;
 - c. Used for residential or commercial occupancy;
 - d. Used for the storage of hazardous materials.
- F. Administrative Authority - The City Administrator or designee may require relocation or removal of a temporary storage container if placement is determined to create a safety hazard, interfere with site operations, or negatively impact adjacent properties.

“Exhibit C”

PROPOSED FEE SCHEDULE UPDATE

TEMPORARY STORAGE CONTAINER
PERMIT FEE: \$25.00



Agenda Report

Agenda of: May 13, 2026
Department: Community Development Department
Subject: Planning and Zoning Attendance

Recommended Motion:

No action required.

BACKGROUND:

The purpose of this agenda item is to discuss attendance expectations for Planning and Zoning Commission meetings and establish clear communication procedures when a commissioner is unable to attend a scheduled meeting.

Consistent attendance is important to ensure the Planning and Zoning Commission can maintain a quorum, efficiently conduct business, and avoid delays to public hearings, development applications, ordinance discussions, and other agenda items. Staff has experienced instances where late attendance notifications or lack of communication have created scheduling and quorum concerns.

This discussion is intended to clarify expectations regarding:

- Timely notification to staff when a commissioner cannot attend a meeting;
- Preferred methods of communication for attendance notifications;
- The importance of confirming attendance for special-called meetings and workshops;
- Quorum requirements and impacts of absences on agenda scheduling; and
- General meeting participation expectations for appointed commissioners.

Staff would also like to remind the Commission of the attendance provisions contained within the City’s ordinance related to Planning and Zoning Commission members. The ordinance states:

“(b) Any member of the planning and zoning commission who does not attend three consecutive meetings, without good cause for such absences, may be replaced for the remainder of his term, after being sent proper notice. Such proper notice shall be notice by certified mail sent to the last known address of the member.”

Regular attendance and communication from commissioners is important to maintaining continuity and effectiveness of the Commission’s work.

FISCAL IMPACT:

No fiscal impact

RECOMMENDATION:

Staff recommends discussion and direction regarding commissioner attendance communication procedures and expectations.

ATTACHMENTS:

- No Attachments



Agenda Report

Agenda of: May 13, 2026

Department: Community Development Department

Subject: Active Transportation Plan

Recommended Motion:

I move to recommend approval of the draft Reconnecting Castroville Active Transportation Plan to the City Council for adoption.

BACKGROUND:

The attached draft Active Transportation Plan (ATP) was prepared in partnership with Toole Design through funding assistance and coordination with Texas Department of Transportation (TxDOT). The purpose of the plan is to establish a long-term vision, framework, and recommendations for improving pedestrian, bicycle, and multimodal connectivity throughout the City of Castroville.

The plan evaluates existing transportation conditions, identifies barriers and safety concerns, incorporates public and stakeholder feedback, and recommends infrastructure and policy strategies intended to improve connectivity, safety, and mobility for residents and visitors.

Key themes identified throughout the plan include:

- Improving pedestrian and bicycle connectivity across Highway 90;
- Enhancing safety through traffic calming and speed management;
- Expanding sidewalk and trail connectivity;
- Supporting safer routes to schools and parks;
- Preserving Castroville's historic, walkable character while accommodating growth; and
- Developing a connected transportation network for all ages and abilities.

The plan was developed through a public engagement process that included community meetings, surveys, stakeholder advisory committee participation, National Night Out outreach, Boo Bash engagement activities, and stakeholder walk audits. Over 300 individuals participated in the engagement process.

The draft plan identifies Highway 90 as the community's primary transportation safety and connectivity concern due to high vehicle speeds, limited crossing opportunities, and barriers to pedestrian and bicycle

movement. The plan also highlights opportunities to improve connectivity between neighborhoods, schools, parks, downtown, and commercial areas.

Recommendations within the plan include:

- Traffic calming strategies;
- Access management improvements;
- Network connectivity standards;
- Sidewalk and shared-use path expansion;
- Enhanced pedestrian crossings;
- Safe Routes to School initiatives;
- Potential Highway 90 boulevard conversion concepts; and
- Policy tools intended to improve multimodal safety and connectivity.

The Active Transportation Plan is intended to serve as a guiding planning document for future infrastructure improvements, grant opportunities, capital planning efforts, development review considerations, and policy discussions. The plan itself does not authorize construction projects or funding expenditures. Future implementation actions would return to the Planning and Zoning Commission and/or City Council as applicable.

FISCAL IMPACT:

Adoption of the Active Transportation Plan does not create an immediate fiscal impact. Future projects and implementation items identified in the plan would be subject to future funding availability, grant opportunities, budgeting, engineering analysis, and separate City Council consideration.

RECOMMENDATION:

Staff recommends that the Planning and Zoning Commission review the draft Active Transportation Plan and forward a recommendation to City Council regarding adoption of the plan.

ATTACHMENTS:

- Draft Reconnecting Castroville Active Transportation Plan



City of Castroville
Active Transportation Plan
March 2026 DRAFT

Acknowledgments

This plan was prepared on behalf of the people of Castroville with support from local stakeholders.

Project Management Team

Breana Soto, *Community Development Director, City of Castroville*

Scott Dixon, *City Administrator, City of Castroville*

Chip Perry, *TxDOT*

Ivonne De La Rosa, *TxDOT*

Stakeholder Advisory Committee

Adriana Arrington-Calk, *Chair of the Parks and Recreation Board, City of Castroville*

David Merz, *District 4 Council Member, City of Castroville*

Doug Demino, *Historical Landmark Commission, City of Castroville*

Jim Welch, *Planning and Zoning Commission, City of Castroville*

Steve Conard, *Health and Safety Director, Medina Valley ISD*

Prepared by: **Toole Design**

TOOLE
DESIGN

Information contained in this document is for planning purposes and should not be used for final design of any project. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Existing conditions have not been field-verified. Further analysis and engineering design are necessary prior to implementing any of the recommendations contained herein.

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Introduction

Castroville is a historic agricultural community located west of San Antonio along the Medina River. The city seeks to preserve its distinctive small-city character while thoughtfully modernizing, supporting local economic activity, and welcoming visitors to its festivals and historic downtown.

Castroville’s identity is closely tied to the Alsace region of France, the homeland of many of its original settlers recruited by Henri Castro. This heritage is reflected in the city’s compact, rectilinear street grid and modest block sizes. This urban form remains largely intact today and provides a strong foundation for walkable, people-oriented transportation investments.

In the mid-20th century, Castroville was bisected by Highway 90, a high-speed multilane highway owned by TxDOT. This presents significant challenges for bicycle and pedestrian travel, degrading safety and comfort. There are few places to cross and motor vehicle traffic often travels at high speeds on both Highway 90 and on adjacent streets.

This Active Transportation Plan charts a path forward for the City of Castroville, reckoning with the challenges presented by Highway 90 while presenting transportation best practices that can make it possible for people of all ages and abilities to walk or bike.



People congregating in Houston Square in the early twentieth century. Source: UTSA Libraries Special Collections



Aerial image of Highway 90 bisecting the City of Castroville.

What is an Active Transportation Plan?

An Active Transportation Plan is a document that helps guide local pedestrian and bicycle infrastructure investments and policy decisions in the future. Through this plan, TxDOT has contributed funding for safety and active transportation experts to make professional recommendations on how to best improve conditions in Castroville based on local feedback.

Not every recommendation in this plan is intended to be implemented immediately or exactly as described. Community needs, travel patterns, and local conditions will continue to evolve, which may shift priorities over time. In addition, funding availability can change, sometimes creating opportunities to advance projects that were previously considered infeasible or difficult to implement.

While flexibility is essential, this plan establishes a framework to guide future active transportation investments in Castroville. It provides a shared vision, goals, best practices, and priorities to help decision-makers advance infrastructure projects and policies that improve safety, connectivity, and accessibility for people walking, biking, and rolling.

What is Active Transportation?

Active transportation includes walking, biking, and using a wheelchair or other mobility device. This includes electric bikes, scooters, skateboards, and other human-powered or electric-assisted ways of moving.



01

Castroville

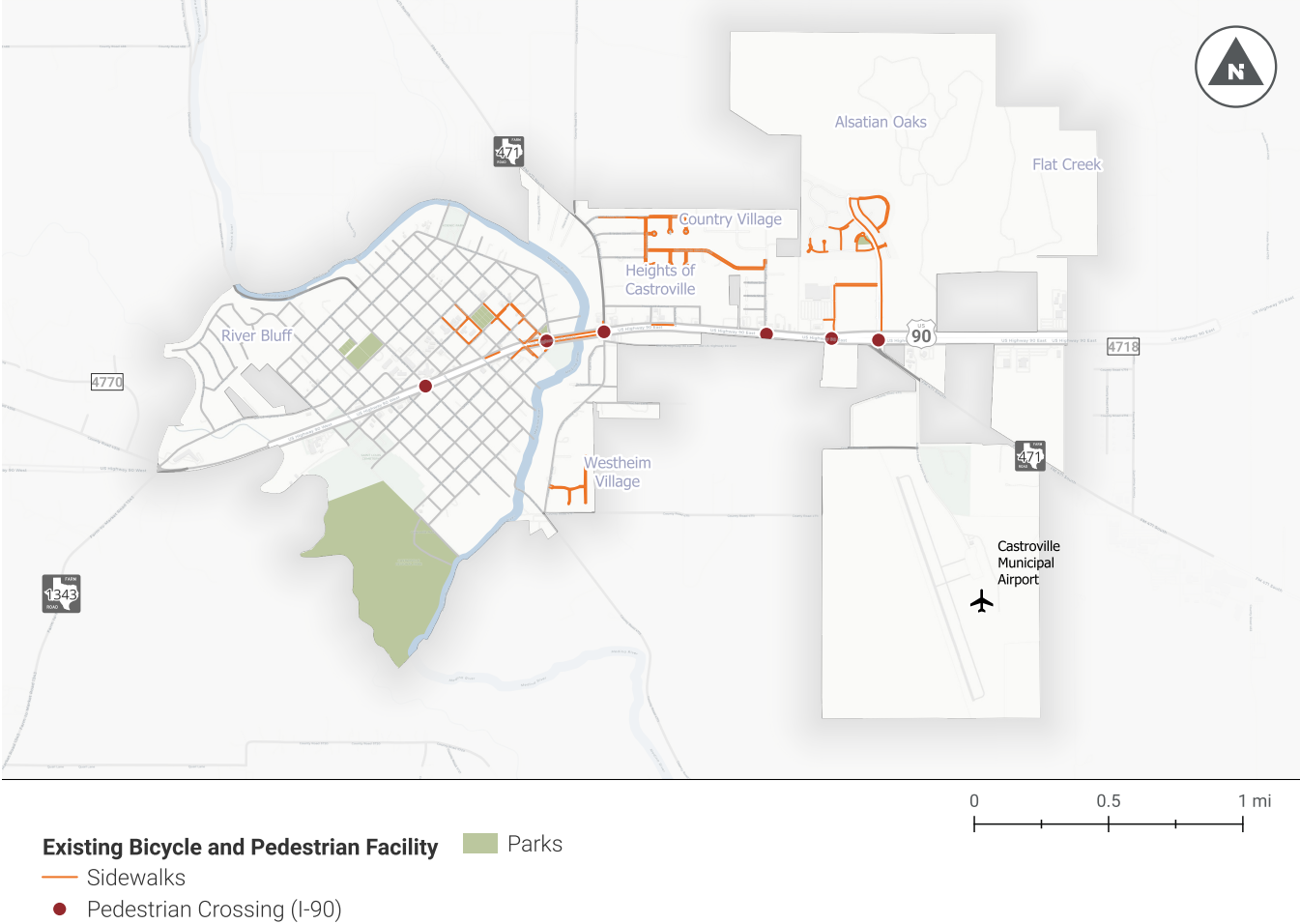


Context

Castroville is a small city of less than 4,000 people, around 10 miles from San Antonio's westernmost development boundary. Downtown Castroville has a densely gridded development style, with shared streets and some centralized mixed use development patterns, in contrast to the new residential and commercial development on the edges of the city and east of the Medina River.

The grid is crossed by **Highway 90** creating a high-speed corridor and a series of skewed intersections that create increased risk for all road users. The **Medina River** further limits connectivity between the historic downtown and areas east of the Medina River, with the Highway 90 bridge providing the only crossing point in town.

Existing active transportation facilities in Castroville.



Community Connections

The ideas and recommendations presented in this plan were created by the people of Castroville.

In the fall of 2025, the project team met with residents and visitors at local events, distributed a survey (online and paper), and completed a walk audit with stakeholders. Engagement activities were integrated into community events and supplemented with standalone, plan-specific events to reach residents of all ages and abilities in familiar, accessible settings.

To complement in-person engagement activities, the project team conducted a community survey available online and on paper to reach a broader sample of community members. Over 300 people interacted with our engagement process. These activities helped develop a deeper understanding of Castroville’s transportation priorities and needs.

Engagement Events

<div data-bbox="142 749 324 856">NATIONAL NIGHT OUT</div> <div data-bbox="162 892 305 991"></div> <ul style="list-style-type: none"> Engaged with over 25 community members Date: 10/7/25 Time: 5pm-7pm Location: Houston Square 	<div data-bbox="373 749 555 856">BOO BASH</div> <div data-bbox="393 892 535 991"></div> <ul style="list-style-type: none"> Engaged with over 200 community members Date: 10/25/25 Time: 5pm-8pm Location: Castroville Regional Park 	<div data-bbox="604 749 786 856">STAKEHOLDER GROUP WALK</div> <div data-bbox="623 892 766 991"></div> <ul style="list-style-type: none"> Engaged with 4 community members Date: 12/2/25 Time: 10am-12pm Location: Downtown Castroville 	<div data-bbox="834 749 1016 856">COMMUNITY MEETING #1</div> <div data-bbox="854 892 997 991"></div> <ul style="list-style-type: none"> Engaged with 4 community members Date: 12/2/25 Time: 5pm-7pm Location: City Hall 	<div data-bbox="1065 749 1247 856">SURVEY</div> <div data-bbox="1084 892 1227 991"></div> <ul style="list-style-type: none"> Engaged with 86 community members Online and paper options Duration: 10/7/25-12/12/25 	<div data-bbox="1295 749 1477 856">COMMUNITY MEETING #2</div> <div data-bbox="1315 892 1458 991"></div> <ul style="list-style-type: none"> Engaged with 4 community members Date: 2/2/26 Time: 5pm-7pm Location: City Hall
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The project team used engagement boards as an interactive, map-based tool to collect place-specific feedback from community members during National Night Out. Using a large aerial map of Castroville, participants were invited to identify locations that work well, locations that need improvement, and areas of concern related to walking, biking, and rolling.



The project team engaging with a family at National Night Out.



Stakeholder committee waiting to cross Highway 90 at Constantino.



Stakeholder committee walking along Houston Square. The walk supported real-time discussion of barriers, safety concerns, and opportunities for improvement, helping ground insights in lived experience and on-the-ground observations.



A community meeting in December 2025. The open house-style event provided a structured forum for community members to review project information, ask questions, and share detailed input on priorities and goals for improving walking, biking, and rolling throughout Castroville.

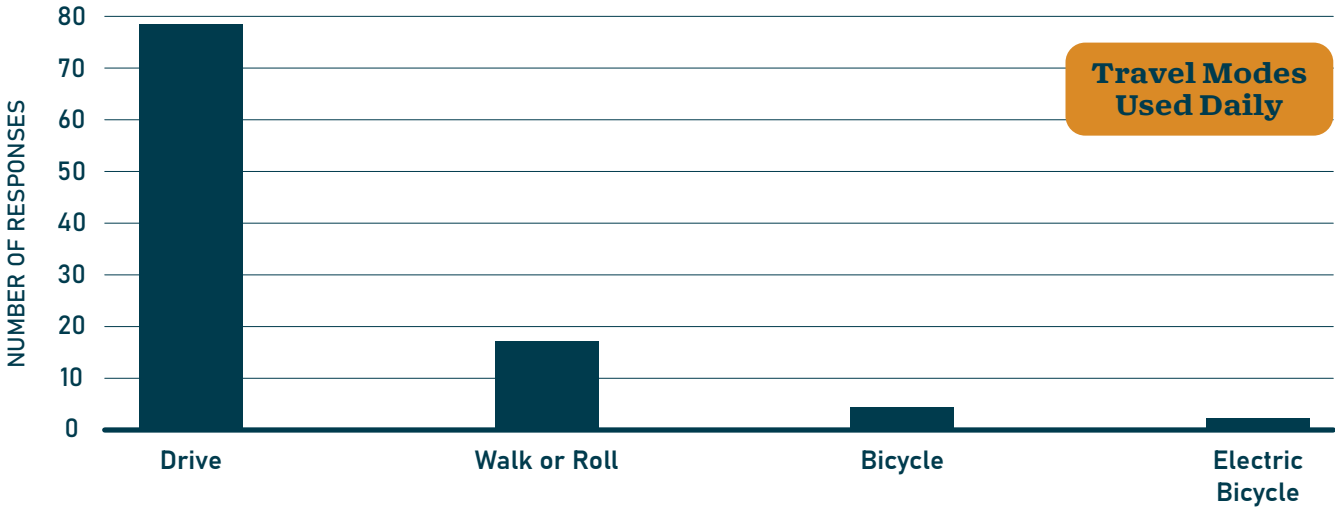
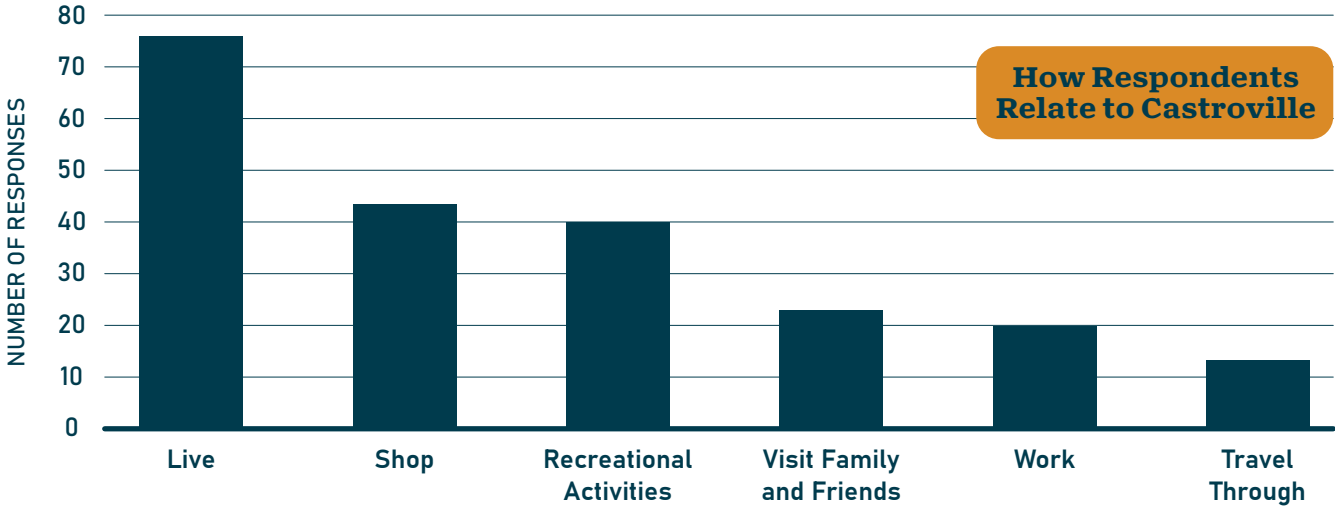
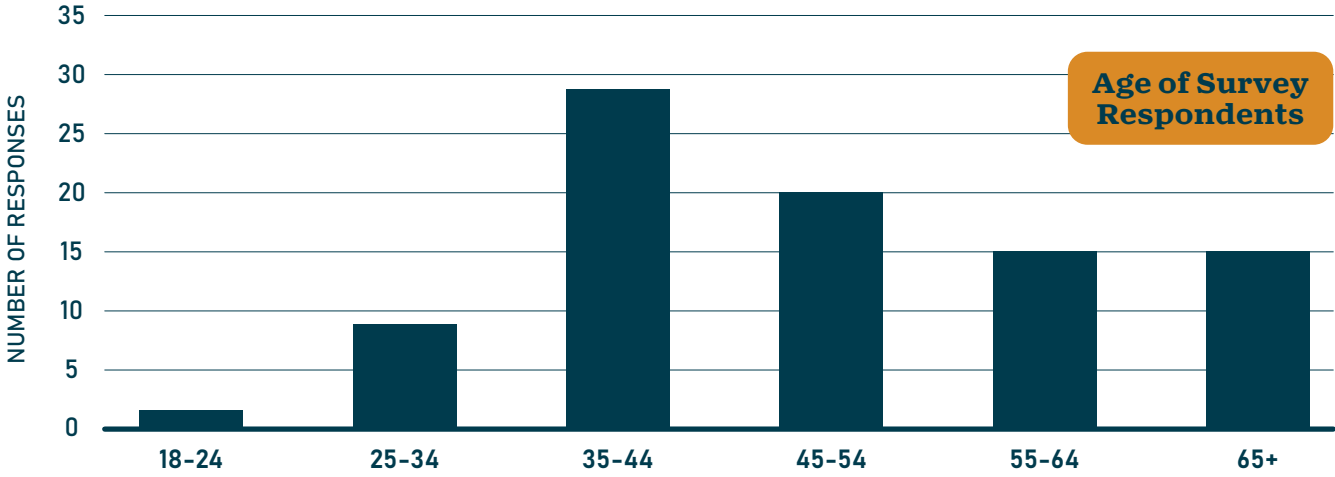
“As Castroville residents, we walk in the evenings four to five times a week. Unfortunately, fast drivers make these walks feel unsafe, even in residential areas. Creating dedicated sidewalks within the existing roadway and implementing traffic calming measures would help create a safer and more comfortable environment for people who walk regularly in the community.”



“My wife and I enjoy biking into Castroville from west of downtown along Old Highway 90. On Saturdays, we ride in for breakfast tacos at Andrea’s and enjoy sitting outside to watch traffic go by. Afterward, we ride around the north side of town, but there is no safe way to cross to the south side. Even with these challenges, we love our town. We moved here four years ago from a big city and have no regrets.”



Who We Heard From



Takeaways

- **Highway 90 emerged as the community’s top safety concern.** Across all engagement activities, participants identified Highway 90 as the most challenging corridor for walking, biking, and crossing. Concerns focused on high vehicle speeds, limited and unsafe crossings, and poor connectivity.

“We need sidewalks all the way down Highway 90.”

- **Safety is the primary driver of travel behavior.** Many community members indicated they would walk or bike more if conditions felt safer. Issues such as speeding vehicles, lack of sidewalks, inadequate lighting, and difficult crossings were repeatedly cited as barriers.

“Kids walking to school don’t have safe sidewalks.”

- **School travel needs immediate attention.** Engagement revealed significant concerns related to student safety, including informal pick-up and drop-off behavior, lack of crossing guards, and limited safe walking or biking routes to school. Participants expressed interest in solutions such as remote drop-off locations paired with safe pedestrian connections, highlighting the new parking lot at Lions Park as a potential option.

- **Connectivity gaps limit everyday walking and biking.** Missing sidewalks and crossings were identified as barriers that prevent people from accessing schools, parks, downtown, and other daily destinations without driving.

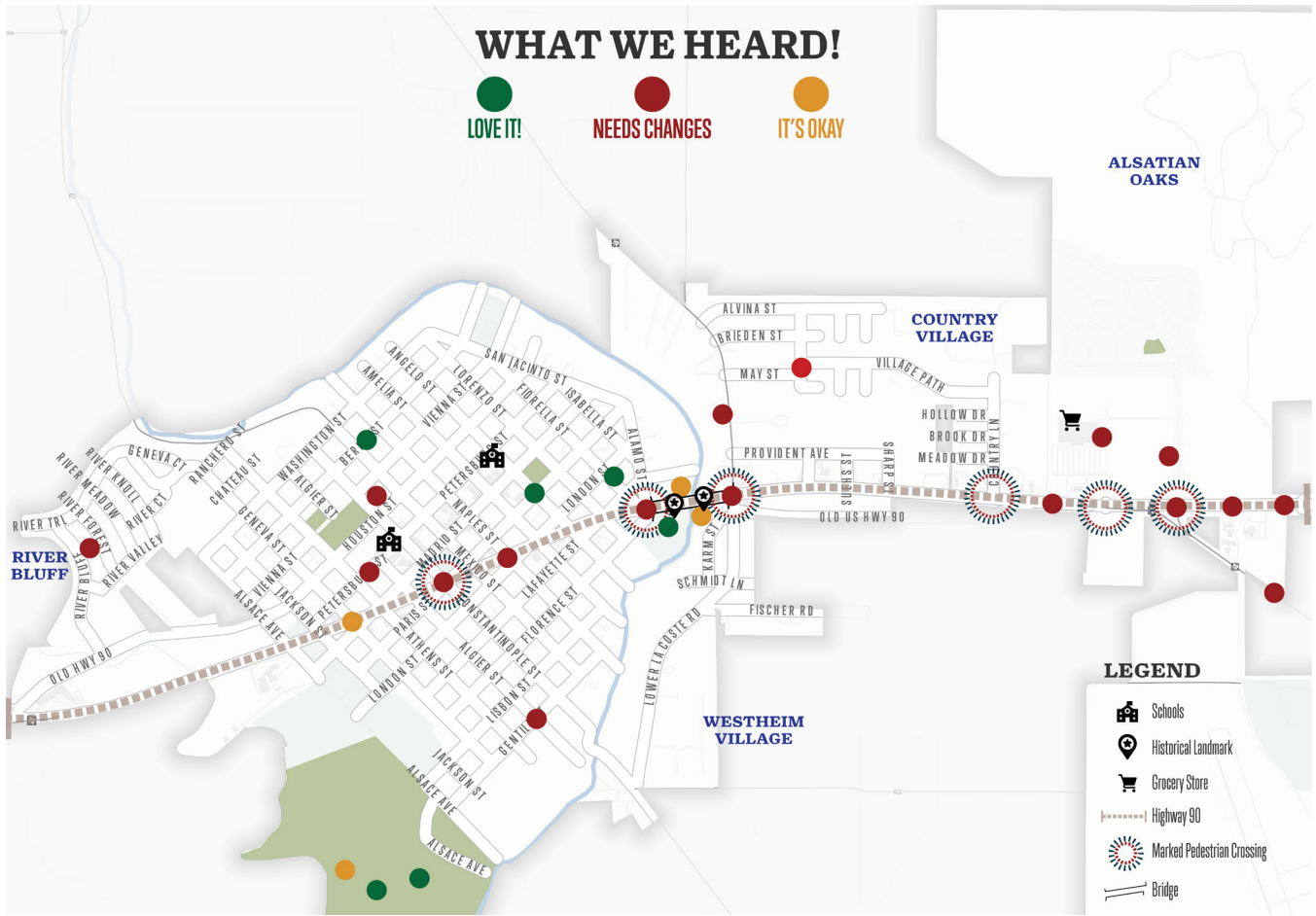
- **Parks are a community strength.** Engagement highlighted strong support for existing parks and recreational areas, with participants expressing appreciation for these spaces and a desire to better connect them through safe walking and biking routes.

“Let’s make it easier to bike between neighborhoods.”

- **Speed management is a top priority.** Participants raised concerns about vehicle speeds, particularly along Highway 90, and supported strategies such as reduced speed limits, traffic calming, and center medians to improve safety.

- **Clear organization and design matter.** Feedback emphasized the need for better-defined parking areas, clearer circulation, and improved signage to reduce conflicts between vehicles and people walking or biking, especially in downtown, near schools, and during events.

- **Balancing investments are important to the community.** Participants expressed a desire for improvements that serve community members’ everyday needs and are distributed across all neighborhoods, rather than focusing on a limited number of areas or primarily near tourism-related destinations.



This map summarizes community input collected during an in-person engagement event, where participants placed colored sticky dots on a printed map to identify locations they like, areas that are acceptable but could be improved, and areas where change is needed.



Insights from Previous Plans

Castroville has developed a vision for the future that reflects the needs of a growing and adaptable small city in an agricultural context. This includes protecting and expanding the design style present downtown while balancing the commercial and residential sprawl in the outer regions of Castroville. Upcoming projects focus on improvements to Highway 90, modernization of the downtown core, and neighborhood node-based mixed-use redevelopment.

Related Plans:

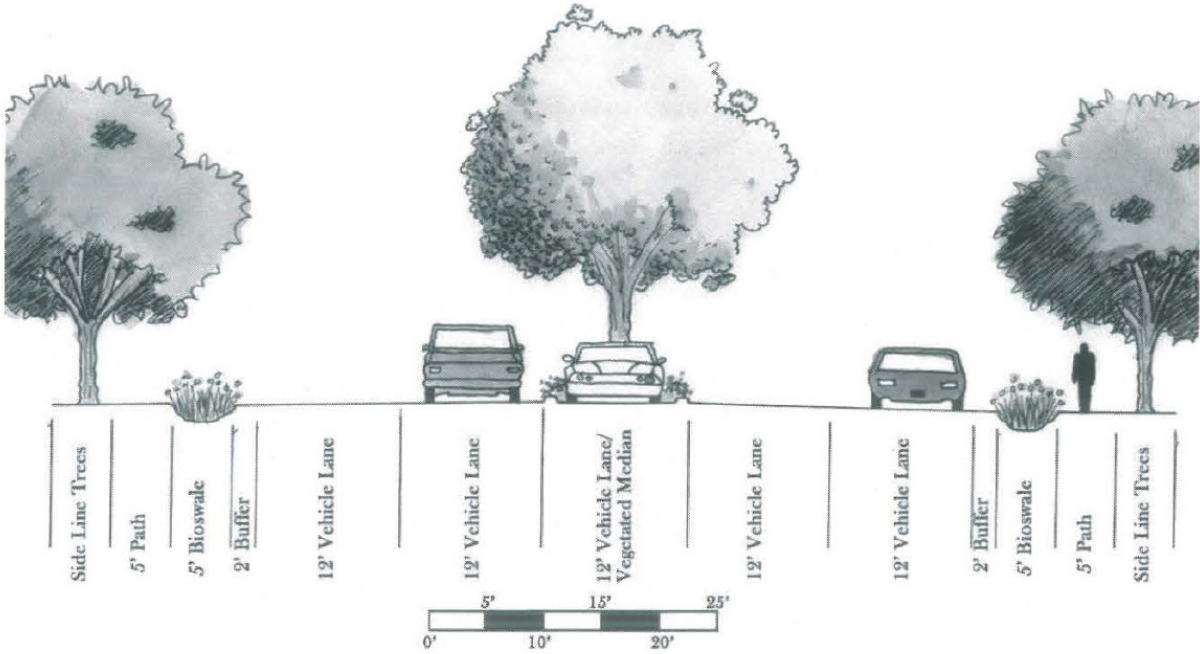
- Downtown Master Plan – 2025
- Engagement Appendix – 2025
- Castroville Parks Master Plan – 2022
- A Vision Plan for Castroville – 2016
- Downtown Conservation and Revitalization Study – 2010
- Castroville Master Plan – 2008
- Visionaries in Preservation Plan for Castroville – 2002

Upcoming and Potential Projects:

- Highway 90 boulevard conversion
- Paris and Fiorella development
- Houston Square improvement
- Public Works Infill development
- 5-mile bike trail
- Event systems and support

Previous concept design of a Highway 90 boulevard conversion.

Highway 90 Site Design



Takeaways for Active Transportation Planning

Safe Crossings and Mobility: Particularly over Highway 90 and the Medina River; improve access to schools, library, parks, Walmart and local businesses. Traffic calming is critical on streets adjacent to Highway 90.

Walkable Core: Transform downtown into a pedestrian-oriented center anchored by Paris Street, Fiorella Street, and Houston Square.

Connected Trail Network: Build a citywide system of trails, sidewalks, and bikeways linking neighborhoods, parks, schools, and regional systems. Long distance connectivity can support bicycle events.

Complete and Shared Streets: Apply context-sensitive street design to balance vehicles with walkers, bikers, and public space.

Healthy, Sustainable Growth: Support active transportation to improve public health, reduce pollution, and reinforce Castroville’s historic and cultural identity.

Highway 90 is a source of transportation safety and connectivity concerns. The current layout and design speed of Highway 90 is not compatible with a safe experience for people walking and biking. Traffic calming and boulevard conversion are mentioned frequently in previous plans and would improve the pedestrian experience.

- Highway to Boulevard Conversion Considerations
 - » Significant local interest
 - » TxDOT jurisdiction
 - » Uncertainty in next steps
 - » Plans have suggested a Highway 90 bypass, bridge, or tunnel option, but these may be overly expensive compared to traffic realignment and calming.

Community input reflects varied preferences for supporting walking and mobility, including interest in both ADA-compliant sidewalks and shared street environments. These perspectives reflect local context and priorities, such as the value of traffic calming, safer crossings on major roads, and strategic investments in lower-intensity areas. A balanced approach that combines sidewalks where most needed with shared streets, traffic calming, and shared-use paths connecting key destinations has broad community support.



Marked pedestrian crossing near the Landmark Inn across Highway 90.



Paris St and Lorenzo St in downtown Castroville.

Vision and Goals

Vision

Castroville will be a cohesive, community-oriented city where people of all ages and abilities can choose to walk and bike anywhere in the city without encountering barriers to safe, comfortable travel.

Goals and Objectives

Goals, objectives and recommended performance measures are in Appendix A.

1 Safety

Increase safety for everyone traveling in Castroville – especially pedestrians, bicyclists, and other vulnerable road users.

Objectives

- Reduce vehicle speeds, which increases safety for everyone.
- Reduce conflicts and improve visibility between road users.
- Eliminate pedestrian and bicyclist traffic collisions with motor vehicles.
- Create a street system that users of all ages and abilities can use safely.

3 Community

Develop a plan that incorporates and is responsive to the current and future needs of the residents of Castroville.

Objectives

- Communicate project progress, outcomes, and implementation effectively, while allowing space for response to public comment and reorientation.
- Support Castroville festivals and events.
- Create holistic policies that support current and future needs.
- Evaluate implementation progress at regular intervals.

2 Connectivity and Access

Mitigate physical barriers to active transportation and build a cohesive sense of place (e.g.: Highway 90, Medina River).

Objectives

- Provide safe and comfortable places to cross busy streets and highways.
- Enhance north-south connections in town.
- Enhance east-west connections in town.
- Develop a network of shared streets and protected facilities between new and historic development.
- Establish high-quality routes between businesses, schools, parks, recreation areas, and neighborhoods.

02

Challenges and Opportunities

Barriers

Castroville has **limited existing pedestrian and bicycle infrastructure**, which constrains opportunities for safe and convenient active transportation.

Sidewalks are concentrated near Houston Square in downtown Castroville and are also located within several residential neighborhoods, leaving large portions of the community without pedestrian facilities.

The existing sidewalk **network is fragmented, lacking continuous connections** to schools, parks, commercial areas, and other key destinations.

There are **six total crossings of Highway 90** in town, only two of which are in downtown Castroville.

There are currently **no existing bicycle facilities** in Castroville, which further discourages bicycling as a viable transportation mode.

Walkers and bikers in Castroville experience challenges based on this context. Physical barriers, like Highway 90 and the Medina River, make it harder for people walking and biking to reach their destinations safely and efficiently.

Highway 90

- High vehicle speeds
- Limited safe crossings
- Wide lanes, numerous lanes
- Skewed intersections

Medina River

- Limited safe crossings
- Flood hazard
- Complicated shoreline jurisdiction
- Dangerous bridges



View on Paris Street without sidewalks.



Medina River crossing in south Castroville with signage indicating it is not a pedestrian walkway.

Key Crossings

Along Highway 90, pedestrian crossings are sparse. Highway 90 has six pedestrian crossings in Castroville, including four east of the Medina River and two in downtown Castroville. Spacing between crossings ranges from 800 feet to more than 3,000 feet. Where crossings are present, distances for pedestrians to cross the travel lanes are long, spanning between 90 and 140 feet. There is also inadequate space, limited visibility, minimal separation from vehicle traffic, and narrow or missing sidewalks at crossing points. These conditions present barriers for both residents and visitors trying to cross Highway 90 when walking or biking.

Community members ranked more sidewalks and safer places to cross the street highest among improvements that would encourage more walking.

#1 MORE SIDEWALKS 

#2 SAFER PLACES TO CROSS THE STREET 

#3 MORE DESTINATIONS WITHIN WALKING DISTANCE 



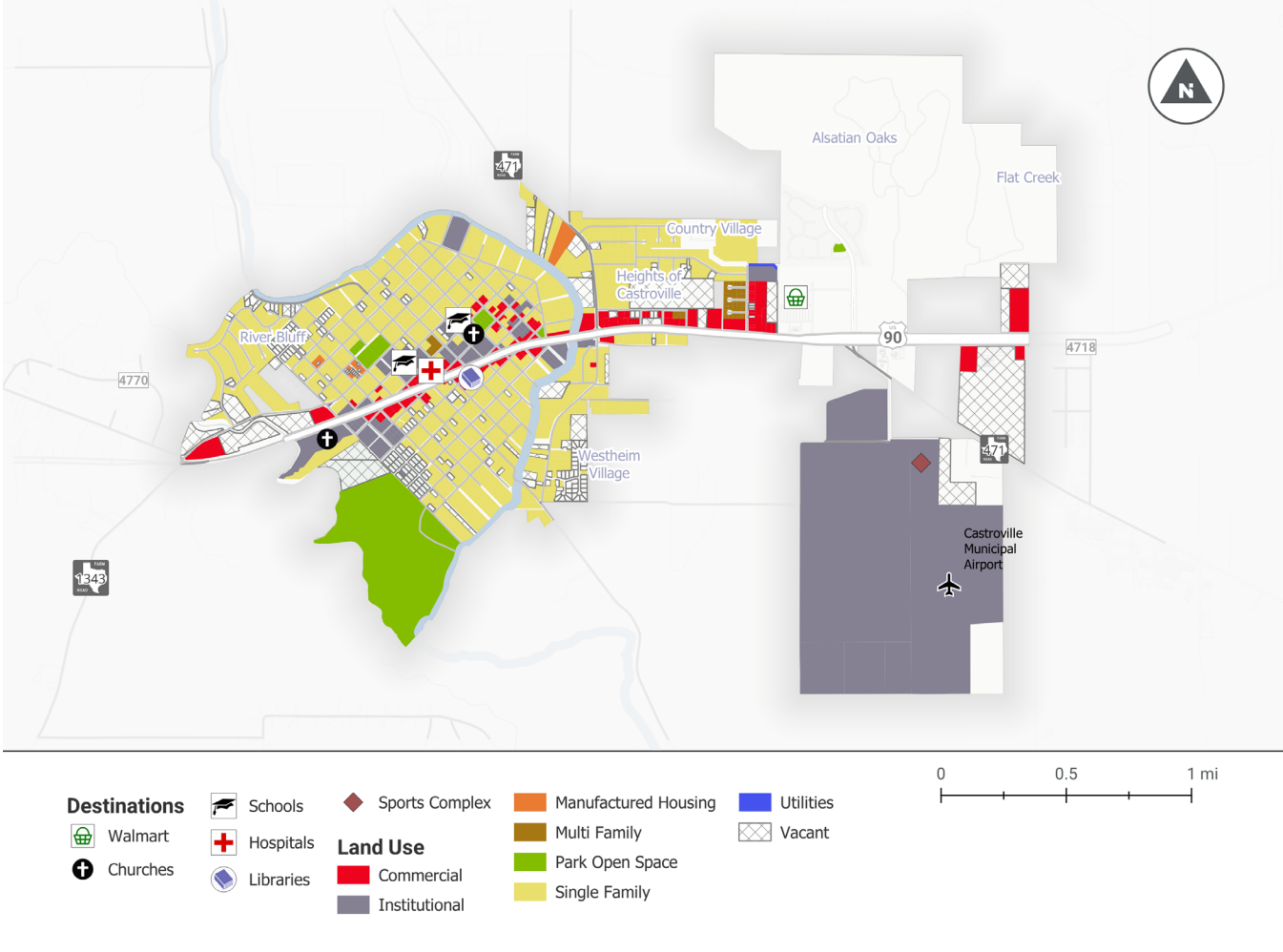
Other Existing Conditions

Key Destinations

Nearly all of Castroville’s commercial shops, churches, schools, and hospitals are located along or adjacent to Highway 90, making the corridor the primary hub for daily needs and essential services. In contrast, most parks and open spaces are located within residential neighborhoods, creating geographic separation between where people live, play, and access goods and services.

This separation is further complicated by the physical barriers posed by Highway 90 and the Medina River. For people walking and biking, these features inhibit mobility and access to various types of destinations, as there are only a few locations to cross and limited facilities to support active travel. Strengthening these connections is critical to providing safe, multimodal, and reliable access to destinations across Castroville.

Key destinations where active transportation infrastructure could be prioritized to bridge these gaps and better connect people to destinations they need.

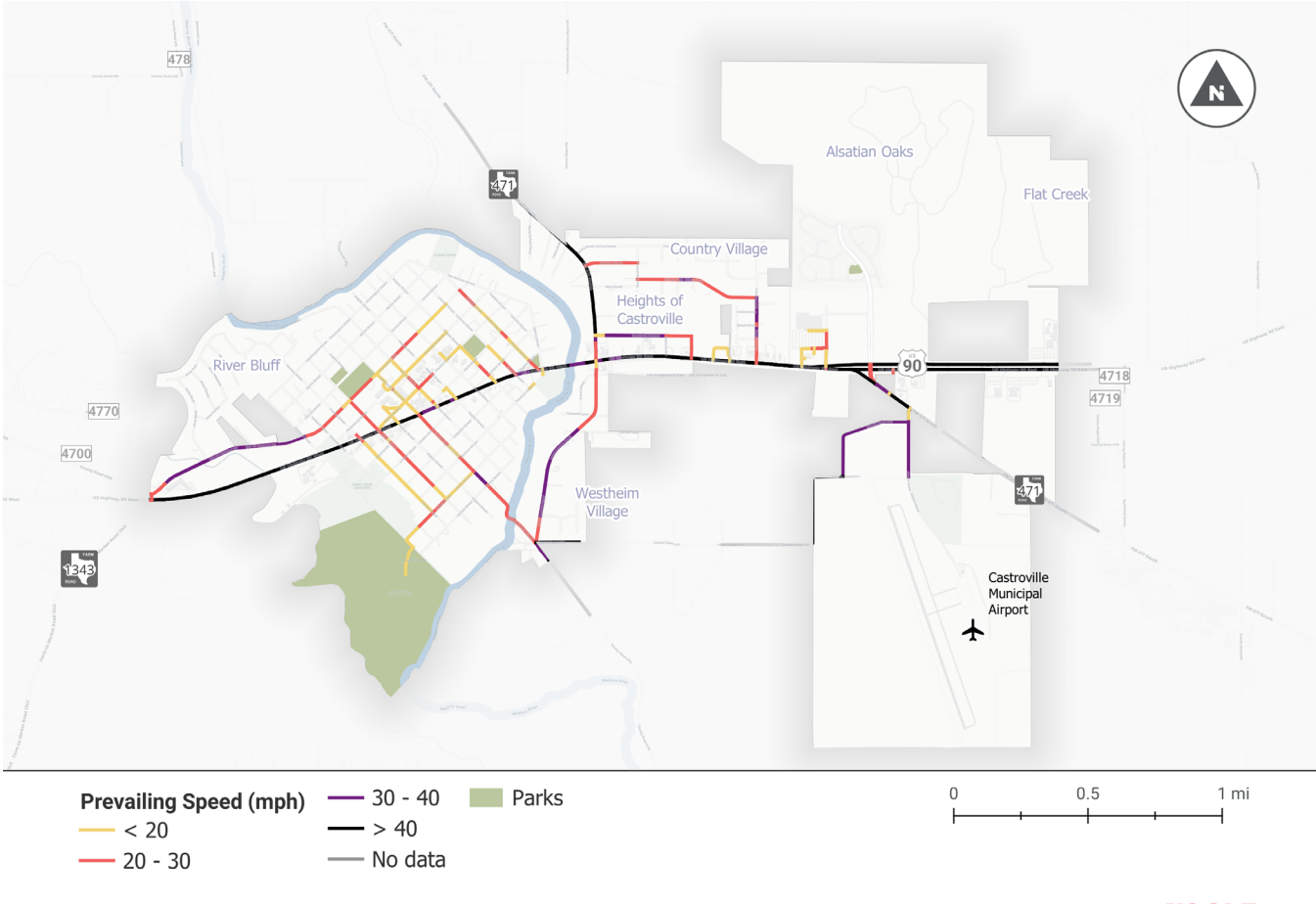


Observed Speed

In Castroville, the highest vehicle speeds are observed along Highway 90 and FM 471. Speeds on Highway 90 regularly exceed the posted speed limit, with occasional speeding in excess of 65 MPH. These roadways carry both regional through traffic and support local traffic completing short trips. The higher speeds are reflective of both the roadway design and land use (e.g., 12-foot travel lanes, limited signalized intersections, rural to rural community land uses) as well as the role of each road as an important regional travel corridor.

Local neighborhood streets, in contrast, generally exhibit lower travel speeds. Speeds on local streets vary depending on the presence of stop signs. Areas with stop signs in a series tend to slow traffic, while uninterrupted segments allow vehicles to accelerate more quickly. The relationship between observed speeds, roadway design, and proximity to destinations highlights the need to consider traffic calming and speed management strategies to improve safety and comfort for walkers and bikers.

Observed vehicle speeds in Castroville.



Safety and Comfort

Safety

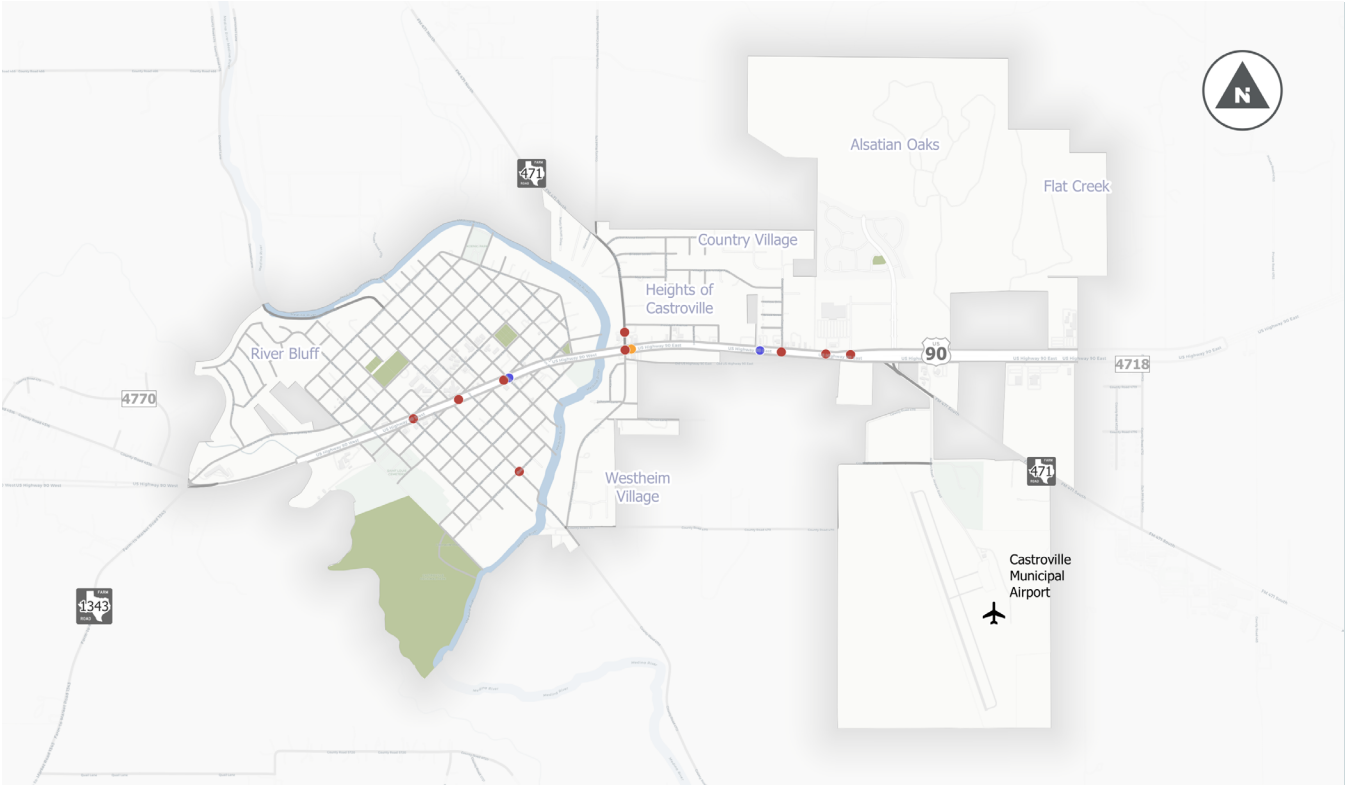
The City of Castroville’s primary barrier to safe and comfortable active transportation is Highway 90.

- Castroville has had very few serious crashes in the last five years.
- Ten out of twelve crashes occurred on Highway 90.
- Crashes involving people walking and biking were rare and occurred only along Highway 90.
- High speeds, high vehicle volumes, a lack of consistent pedestrian infrastructure, uncontrolled driveway access, and skewed intersections all contribute to degraded safety and high stress levels for people walking and biking.
- No fatal pedestrian or bicyclist crashes were reported during the study period.*

TxDOT has identified poor lighting, moderate vehicle speeds, and areas with high social vulnerability as key risk factors statewide that contribute to pedestrian and bicyclist safety risks. This understanding has been incorporated into our recommendations.

*Crash data appears to be underreported, especially in 2020 and 2021.

Crashes in Castroville from 2020-2024.



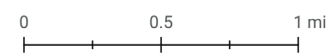
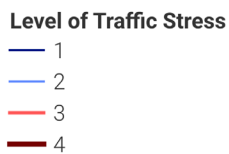
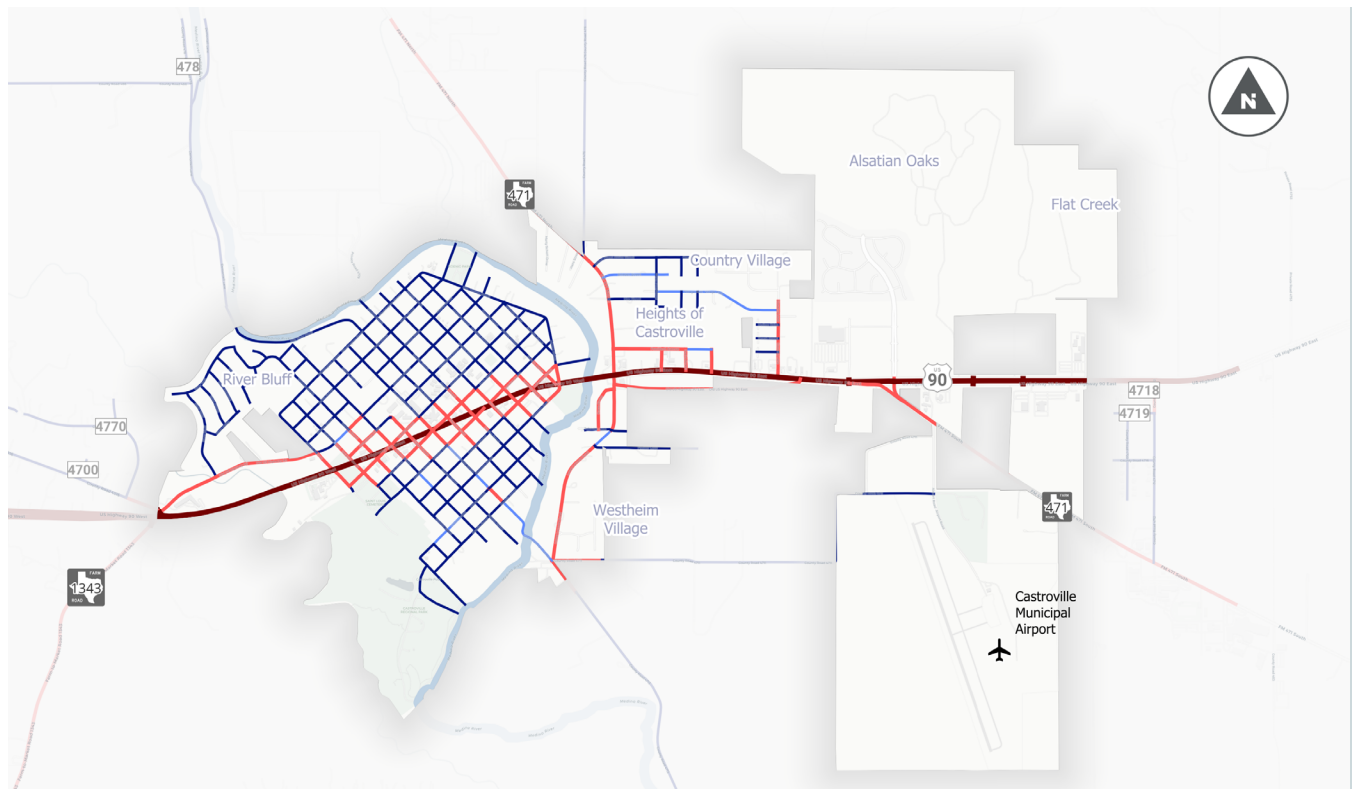
- Crashes By Mode**
- Pedestrian Fatal and Injury Crashes
 - Bicycle Fatal and Injury Crashes
 - Vehicle Fatal and Severe Injury Crashes

Comfort

Beyond being a safety concern, Highway 90 is uncomfortable for people walking and biking. Other major corridors, including Old Highway 90, FM 471, and Lower Lacoste Road also present higher stress levels than are comfortable. In contrast, most other streets in Castroville are considered low stress, reflecting their lower speeds, traffic volumes, and local functional classification.

Stress Score	Mileage	%	Description
1	10.5	61%	Local streets with low prevailing speed have low stress.
2	0.6	3%	Local streets with prevailing speed above 25 mph have relatively low stress.
3	4.3	25%	FM 471, roadway segments immediately adjacent to Highway 90, and other segments with high prevailing speed have relatively high stress. The high prevailing speed was supported by data, field observations, and inputs from stakeholders.
4	1.9	11%	Highway 90 is very high stress, considering the high volume (25k+ per day).

Map of the level of traffic stress.



Community members asked for safer and separated, protected facilities to bike in Castroville.

#1



**SAFER STREETS
FOR BIKING**

#2



**PROTECTED BIKE
LANES**

#3



**WELL CONNECTED
BIKE LANE NETWORK**

Opportunities

Historic Grid

The rectilinear grid is an asset for a small city. It is helpful for pedestrians because it creates shorter blocks and more direct routes, making it easier to walk from place to place. With many connected streets, people have more choices for where to walk, which can reduce crowding and make walking feel safer and more convenient.



Grid network in downtown Castroville.

Parks and Squares

Castroville has well-loved public spaces, exemplified by Houston and September Squares, and Castroville Regional Park.

These destinations center pedestrian experience and are the site of many of Castroville’s community events and festivals.



Castroville Regional Park. (Photo Credit: Troy Wagner)

Compact Core

Castroville’s compact downtown core benefits pedestrians by placing shops, jobs, and services close together, so people can reach many places with short walks.

From an investment and infrastructure perspective, compact areas are more efficient because roads, utilities, and transit serve more people in a smaller space, saving money and supporting active street life.



Old Fashion Christmas in Houston Square.

03

Infrastructure Strategies and Tools

Infrastructure Strategies and Tools

There are many infrastructure strategies and tools that can address transportation safety. These guide how the built environment is constructed and result in systemic safety improvements when implemented correctly.

Infrastructure strategies that would be beneficial to Castroville are explored in this chapter:

01

Traffic Calming
Design elements that naturally slow traffic.

02

Access Management
Infrastructure that controls how traffic flows into parking lots or commercial driveways, and how streets interact with one another.

03

Network Connectivity
Standards that promote more connected street networks like that found in downtown Castroville.

Applying these strategies to new development and property updates in Castroville could significantly improve safety and connectivity across all modes.

Traffic Calming

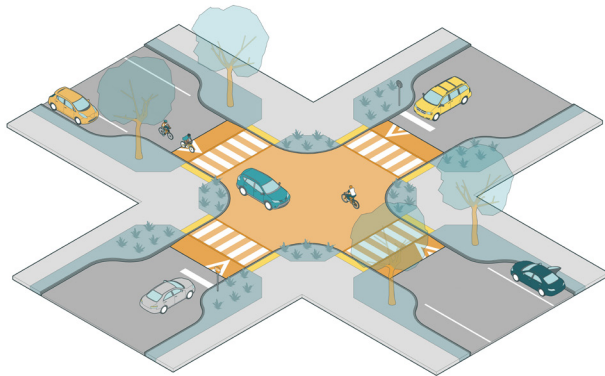
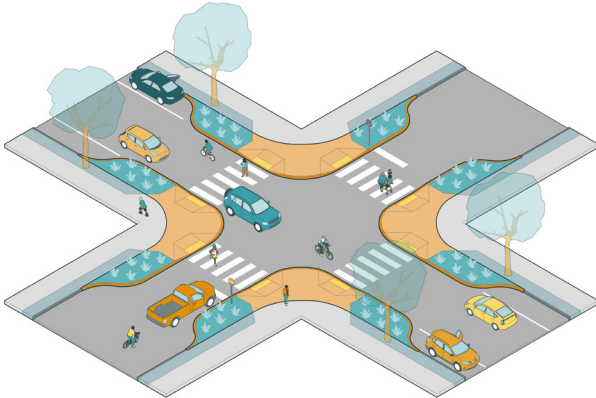
Problem: Roadway design and land use can contribute to high speeds that create unsafe conditions for people in and around vehicles. Greater vehicle speeds also increase the frequency and severity of crashes for all road users. In Castroville, this is a particular problem on Highway 90 and adjacent streets.

Link to Castroville: Highway 90 and its adjacent streets experience higher speeds that are unsafe for the residential context. Traffic calming could be targeted near Highway 90, Houston Square, schools, downtown neighborhoods, popular points of interest (library, local businesses), and parks.

“Drivers go too fast – more signs or signals, please!”

Traffic calming can incorporate many different techniques. Some of the more popular are speed humps, raised intersections, curb extensions, and lane narrowing.

See the Toolkit on page 36 for more examples of traffic calming approaches.



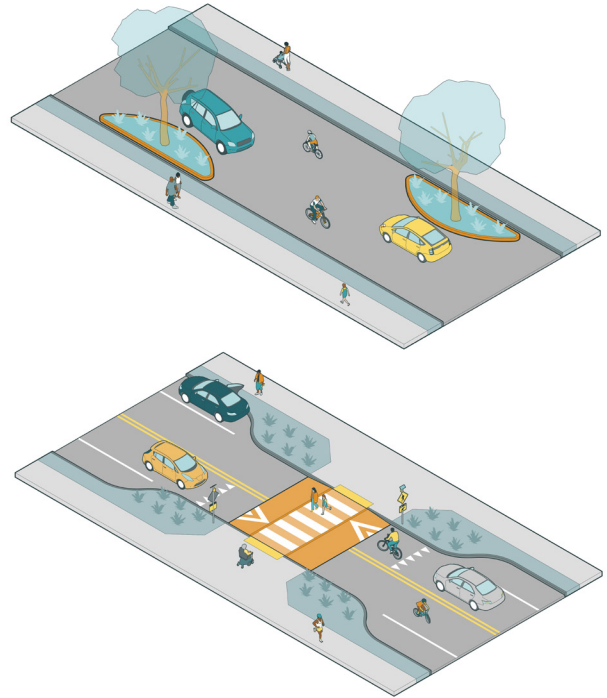
Intersection traffic calming solutions. (Source: Fairfax City Neighborways Design Guide)

Best Practices

- Develop a process to identify high speed locations, which may include resident reporting.
- Observe and collect data to gauge the scale of the problem.
- Report on data collection results and deploy techniques to mitigate speeds at problem locations.
- Temporary traffic calming techniques can be tested at these locations (e.g., demonstration projects) and made permanent if successful.
- Temporary traffic calming will be deployed during local events and around schools.
- Use target speed to set speed limits on locally owned roads.

Recommendations

- Establish a traffic calming ordinance or policy.
- Identify the preferred traffic calming techniques through demonstration projects and community-engaged planning.
- Train public works or maintenance staff to install temporary traffic calming measures as demonstration projects.
 - » Identify streets and events to test speed management techniques.
 - » Collect before/after data on traffic calming effectiveness.
 - » Install permanent traffic calming where necessary.
- Create a mechanism to communicate traffic calming actions with the public.



Street traffic calming solutions.
(Source: Fairfax City Neighborways Design Guide)

Alsation Connection

Castroville's roots trace back to the Alsace region of France, where streets and public spaces have long been designed to support walking, social interaction, and community life. In Haguenau, there are curb extensions, parklets, and narrow lanes to help manage traffic speeds for all modes. These examples highlight design approaches that continue to influence how people move and gather today.



Access Management

Problem: Access management refers to the design, application, and control of entry and exit points to properties along a roadway. Unclear policies on the placement of residential and commercial driveways can put people biking and walking at risk. Access points that are too close together or too far apart create opportunities for intermodal conflict.

Link to Castroville: Highway 90 and the streets adjacent to Houston Square have a lot of conflict points with driveways and parking lots.

Best Practices

- Skewed streets should be closed to through traffic or realigned to create a 90-degree angle.
- Commercial driveways should be consolidated to increase the distance between access points.
- Commercial driveways should be only wide enough to accommodate vehicle turning movements.
- Sidewalks and pedestrian facilities should be protected by medians. Medians also limit left-turn conflicts and calm traffic.
- Improve intersection operations and controls to be simpler for all road users.
- Realigning skewed intersections to improve safety and predictable operations.
- Active transportation facilities (sidewalks, shared use paths) should continue across driveways and parking lots using consistent materials or visible markings. The cross slope should be ADA accessible (1.5% max).
- Shared parking in the rear of building, and driveways on less busy access roads are preferred.
- Align access management with land use policies, including adopting access management policies.



Existing conditions in Castroville where access management could be applied.



Examples of access management from Hondo, TX.

Recommendations

- Identify and update necessary development and maintenance regulations for driveways and access points.
- Hold information sessions for the public and city staff.
- Apply design standards to city properties.
- Enforce design standards on new properties and those being updated.
- Offer incentives to property owners to reconstruct entrances.

Alsatian Connection

The Plaza d'Armes in Sélestat creates a comfortable space for all modes, with parking, planters, and bike parking.

The plaza is used for business activities but is not overwhelmed by any one mode or use.

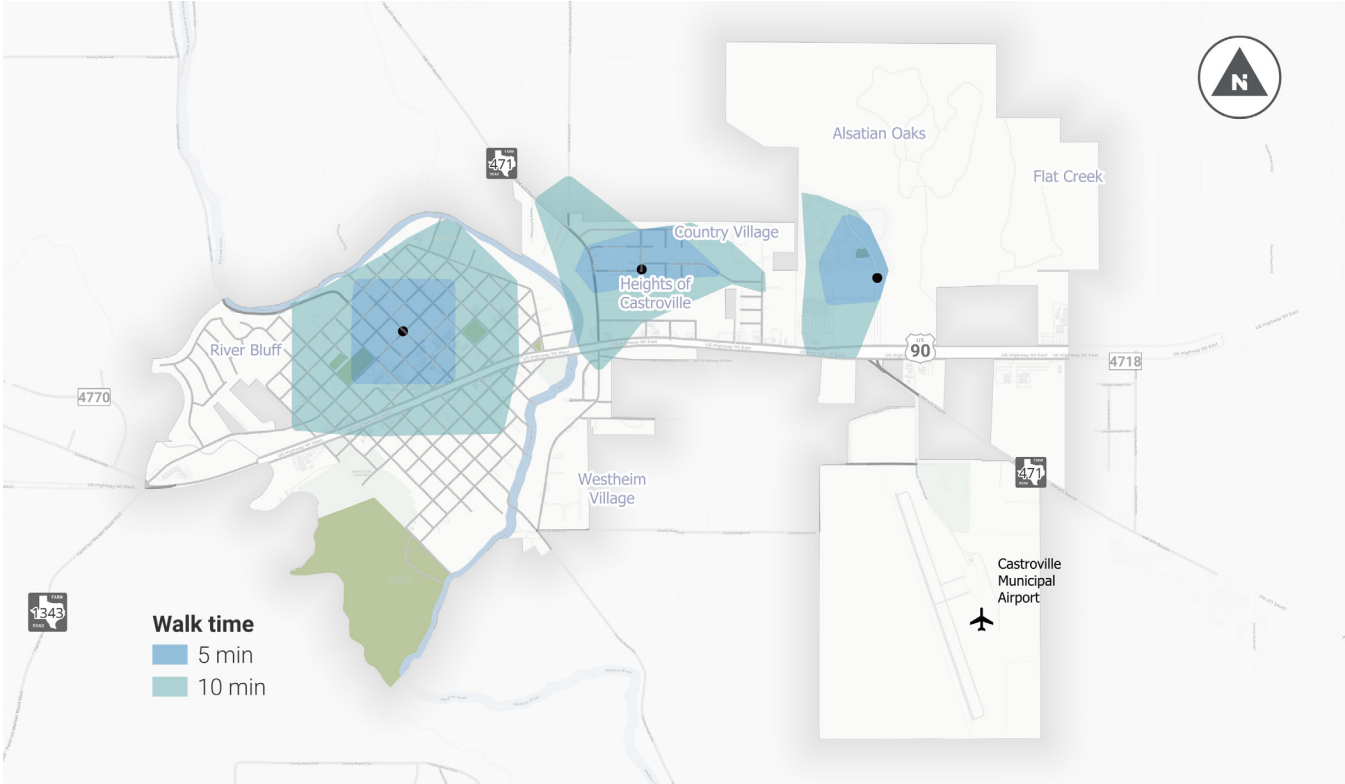


Network Connectivity Standards

Problem: Network connectivity is a measure of how well a transportation network’s links and nodes are connected, providing multiple direct routes between origins and destinations and minimizing travel distance, time, and conflict points. Transportation networks with limited connectivity create safety and other problems, like increased congestion and decreased access to commercial areas.

Link to Castroville: Downtown Castroville has great network connectivity. The Heights of Castroville, Alsatian Oaks, and River Bluff have limited network connectivity.

Five- and ten-minute walk distances in Castroville neighborhoods.



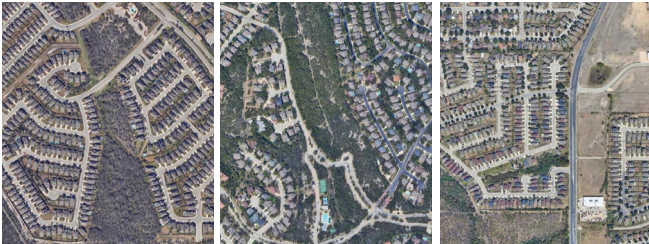
Places with high intersection density are better for walking.

In the walkshed map above, a person can cover a much larger distance in Downtown Castroville than in Alsatian Oaks, because they can choose from many different routes. The Heights and Alsatian Oaks neighborhoods show a smaller distance can be covered with less network connectivity.

In Alsatian Oaks people using any mode can only exit the neighborhood one way, which will inevitably cause congestion, lead to longer emergency response times, and cause other issues. This can be avoided in the future by having policies to preserve and promote network standards.



[Castroville](#), [Hondo](#), [Sabinal](#)



[San Antonio](#), [San Antonio](#), [San Antonio](#)

Best Practices

- New developments should continue or mimic the grid network of downtown Castroville.
- Neighborhoods should have multiple exits. Dead-ends and cul-de-sacs should be discouraged.
- The maximum block length should be reduced.
- Mid-block crossings with a striped crosswalk should be placed on roads where intersections are greater than 600 feet apart.
- Paths for people walking or biking should be used to increase connectivity between streets where possible.

Recommendations

- Identify and update necessary development and maintenance regulations.
- Hold information sessions for the public and city staff.
- Create pedestrian paths that increase connectivity.
- Enforce standards on new properties and those being updated.
- Offer incentives to property owners to update their properties.
- Zoning and land use regulations should be updated to promote network connectivity and disincentivize no-outlet roads.

Alsatian Connection

Even residential neighborhoods are seen to have a connected grid development pattern in Haguenau and Colmar.



Infrastructure Toolkit

Traffic Calming Techniques

Castroville should focus its efforts on Highway 90 and on streets immediately adjacent to Highway 90 where drivers do not have time to adjust to the slower context. Traffic calming is best accomplished by implementing tools that fit the needs of the community. A combination of traffic calming measures can increase safety for the Castroville community and for all road users. For more information on traffic calming measures, see the FHWA Traffic Calming E-Primer at <https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer>.

Horizontal Deflection

Horizontal deflection is a traffic calming technique that uses lateral shifts in the roadway alignment to slow vehicle speeds. It hinders the ability of a car to drive in straight line by creating a horizontal shift in the roadway. This forces the driver to slow the vehicle to comfortably navigate the roadway design. Horizontal deflection tactics can include but are not limited to:

- Lateral roadway shift
- Chicane
- Traffic circle
- Small modern traffic circle and mini traffic circle
- Roundabout



Mini-roundabout

Vertical Deflection

Vertical deflection creates a change in the height of the roadway that forces a driver to slow down to safely navigate the roadway. Vertical deflection tactics can include but are not limited to:

- Speed humps
- Speed cushions
- Speed tables
- Offset speed tables
- Raised crosswalks
- Raised intersections
- Bio Retention Areas or Bioswales
- Transverse rumble strip markings



Speed hump

Bioswales

Bioswales are vegetated stormwater features integrated into streetscapes, such as curb extensions, medians, or buffer zones, which capture and treat roadway runoff while enhancing pedestrian and bicycle comfort and safety. They are a good fit for Castroville as they slow traffic while also mitigating flood hazards. They can be paired with techniques such as daylighting, where parking is not allowed directly next to intersections or crosswalks, and curb extensions, where the street is narrowed to shorten pedestrian crossing distances.

Street Width Reduction

Narrows the width of a vehicle travel lane to slow down vehicles. Reducing lane width also reduces the distance that a pedestrian must cross, reducing their exposure to vehicles. Street width reductions may include:

- Corner extension
- Choker
- Median island
- On-street parking
- Road diet
- Routing restrictions (diverters, closures, median barriers, and forced turning islands)

Additional Traffic Calming Measures

- Advisory bike lanes: Usable shoulders for bicyclists and pedestrians on a roadway that is otherwise too narrow to accommodate a full bicycle lane.
- Shared streets: Designed to serve pedestrians, bicyclists, and motor vehicle traffic in the same slow-speed travel area. Serve bidirectional travel without lane markings. This is the current prevailing method of road striping in Castroville.
- Pedestrian shoulder: A designated, clearly defined portion of a street or pathway reserved exclusively for people walking



Bioswale and chicaning



Curb extension



Advisory bike lane

04

Policy Tools

Policy Tools

Castroville’s active transportation planning goals can be supported by policies and programs that improve outcomes alongside engineering projects.

Reducing Speeds Where Vehicles Mix with Walkers and Bikers

- Safety for walkers and bikers is directly related to vehicle speeds.
- Reducing speeds, especially on roadways where walkers and bikers are present, is key to decreasing the rate and severity of crashes.
- Traveling at a lower speed gives drivers more time to react to other road users, changes in roadway design, and to slow down for intersections or crossings.
- Slower speeds also make the roadway environment calmer, reducing noise and increasing walkability.
- Beyond reducing speed limits, narrowing travel lanes can force drivers to reduce speeds, which improves safety for all.

Castroville Connection

Reducing speeds along the Highway 90 corridor and adjacent intersections is fundamental to accommodating and improving safety for walkers and bikers. **Converting the highway to a boulevard** is one way to approach this goal. These changes can support economic activity, reduce congestion, and improve multimodal transportation options.

Policy Steps

- Reduce speed limit on local roads in Castroville to 25mph or lower
- Coordinate with TxDOT to explore boulevard and traffic calming options on Highway 90 through Castroville
- Test temporary traffic calming measures on streets near schools and Houston Square

Highway to Boulevard Example: Lancaster, CA

Lancaster Boulevard in Lancaster, CA was converted from a multilane highway to a pedestrian-focused boulevard in 2010. The project included a reduction in the speed limit from 35 MPH to 15 MPH. The new boulevard also includes a single, narrowed travel lane in each direction, walking and biking facilities, mid-block crossings, on-street parking, and a landscaped median.

Accommodating multimodal travel, slowing drivers down, and including parking has allowed local businesses to grow and prosper along the corridor. Since its conversion, over 800 jobs have been created along the corridor, generating \$273 million in economic activity and doubling tax revenue.



Pre- and post-implementation Google Street View images of Lancaster Boulevard.

Safe Routes to School (SRTS)

- Students who walk or bike to school can be exposed to unsafe roadway conditions, might be more difficult to see, and make different risk calculations compared to adults walking and biking.
- Castroville Elementary School is located one block north of Highway 90, which has limited crossing facilities and is the most significant barrier to the safe travel of pedestrians in Castroville.
- SRTS is a combination of infrastructure, policy, and program actions that helps children get to school safely and actively by walking, biking, or rolling. When students have safe routes, they get more physical activity, build independence, and arrive at school ready to learn.

“Most of us drive to school because it’s not safe to walk or bike.”

Castroville Connection

Traffic from Highway 90 and from pick-up/drop-off areas create safety and connectivity challenges for students walking or biking to school. The middle school and high school are just outside of town but cannot be safely accessed without a vehicle because of speeds and the lack of facilities for walkers or bikers on FM 471 and Highway 90.

Possible SRTS activities:

- Hosting Bike Rodeos (bicycle skills workshops for students).
- Incorporating bicycle and pedestrian education into other subjects in school curriculum.
- Walking school bus or bike bus.
- Promoting events like Walk or Bike to School Day.
- Conducting walk audits at schools to document safety issues.
- Conducting arrival and dismissal assessments.
- Implementing equitable speed enforcing strategies around schools and parks can save lives and reduce serious injuries.
- Placing crossing guards at busy intersections and driveways.
- Organizing school pickup and drop off plans that focus on safety.



Bike rodeo activity in Raleigh, NC.

Policy Steps

- Meet with the Parent Teacher Organization to identify interest.
- Build a core team (PTO, school district).
- Identify goals and target schools.
- Perform on-the-ground assessment to gather baseline information.
- Develop a SRTS Action Plan.
- Engage the community (students, teachers, parents).
- Launch program activities.
- Pursue funding and partnerships.
- Implement engineering improvement.
- Monitor progress and adjust.

Integrating Walking and Biking Programs

Infrastructure alone cannot create a safe and welcoming environment for people walking and biking. Without complementary programs and policies, infrastructure projects risk underuse. By formally prioritizing walking and biking, the City of Castroville can foster a strong active transportation culture.

Types of Walking and Biking Events

Community Bike Rides

Host monthly community bike rides to encourage bicycling for recreation and short everyday trips. Rotate starting points through different neighborhoods to highlight local destinations, including downtown, parks, schools, and the historic district.



Walking Club

Organize a community walking club to promote health, wellness, and social connection through regular walking activities. Walking clubs can meet at local parks, downtown areas, or neighborhood trails and encourage residents of all ages to participate.



Walk and Bike to School Day

Host annual Walk and Bike to School Day events to celebrate active transportation and raise awareness about student safety.

Bicycle Safety Course

Offer bicycle safety courses for youth and adults to improve knowledge and confidence when riding. Courses can include instruction on rules of the road, route selection, and safe bicycle handling.



Helmet and Light Safety Programs

Host helmet and safety light distribution events to encourage safe riding practices. Programs can include helmet fittings, basic maintenance demonstrations, and safety education for children and adults.



Lighting and landscaping amenities for pedestrians.

Support Walking and Biking with Infrastructure and Amenities

Design elements such as street trees, lighting, public art, water stations, landscaping, and benches along key corridors and near destinations can improve walking and biking experiences. These features also provide necessary rest points for people who are unable or uninterested in walking long distances at once. Bicycle support amenities, like parking and a public bicycle maintenance station can also help users feel safer riding.

Castroville Connection

Castroville has a dynamic and well-attended slate of local programming, including events like Old Fashioned Christmas and the Tour de Castroville. Biking and walking could be incorporated into existing local events or be the focus of new events that would help establish community in active transportation.

Policy Steps

- Adopt a Complete Streets policy.
- Identify a local walk/bike champion to lead events and efforts.
- Launch Walk/Bike to School Day with Medina Valley ISD.
- Host community walking event or bike ride, and make recurring if successful.
- Add street furniture and amenity guidance to local policies.
- Apply for local grants to add street furniture and amenities to key destinations.

Education Campaigns

- Transportation behaviors and competencies vary widely, further complicated by new technologies and updated guidance.
- Without education and outreach, safe routes and active transportation facilities may remain underused. Develop materials and programs that reinforce the educational efforts, with the campaign focus changing each year or every two years.
- Campaign strategies can include physical media, such as yard signs, as well as interactive events like bicycle scavenger hunts. Strengthen collaboration across departments and community groups by piloting related support programs.

Castroville Connection

Launch themed media campaigns annually, in coordination with local community leaders, to select topics that address the needs of Castroville. Utilize high-participation events, particularly National Night Out, to introduce campaign messages, distribute materials, and engage families in hands-on safety activities.

Policy Steps

- Establish campaign coordinator (City staff member, police marketing, school board member).
- Identify first campaign topic (SRTS, speeding, bicycle behaviors).
- Develop materials, identify possible synergy within City departments and local businesses.
- Host or attend local events (Fiorella Fridays, Boo Bash) to distribute materials.



Elk Grove City Bicycle Education Campaign Scavenger Hunt

Digital Messaging

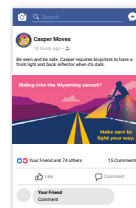


Social Media:

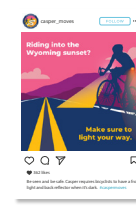
Ten images with messaging have been created for use on Facebook, Instagram and Twitter. Reference the examples below for the corresponding image and text.

1. Be seen and be safe. Casper requires bicyclists to have a front light and back reflector when it's dark.

Facebook



Instagram



Twitter



Casper Bicycle Education Campaign Social Media

05

The Active Transportation Network

Network Vision and Connectivity

In alignment with the plan goals and vision, all transportation modes should be fully considered and integrated into local planning and development activities, supported by evidence, oversight, and iteration.

Oversight: Establish a Bicycle and Pedestrian Advisory Committee.

Iteration: Use demonstration projects to try out new transportation solutions before permanently committing.

Evidence: Emphasize all-mode, all-user benefits backed by research.

Oversight: Establish a Bicycle and Pedestrian Advisory Committee

We recommend the City of Castroville establish a local bicycle and pedestrian advisory committee as part of the adoption of the forthcoming active transportation plan.

A *Bicycle and Pedestrian Advisory Committee* is a standing body of local stakeholders who help guide active transportation planning and projects in a community.

- A body of volunteers or appointed members.
- Maintains momentum after a plan is published.
- Hosts community events like walk audits and propose or guide policy development.

Iteration: Demonstration Projects

New active transportation infrastructure does not have to be permanent or perfect initially. Demonstration projects provide a low-cost, flexible approach to test new ideas, street designs, and traffic patterns before advancing to long-term, capital improvements. By piloting changes with temporary materials, communities can evaluate performance, gather feedback, and refine designs prior to permanent implementation.



Painted crosswalk demonstration project.



Temporary curb extension demonstration project.

Evidence: Benefits to All Road Users

Improving the safety and experiences of active transportation users has significant benefits for all road users.

Changes to the road environment through access management, traffic calming, and increased network connectivity have a host of secondary benefits that can positively impact a community, including the following:

- **Safer Streets:** Access management provides more intuitive travel patterns for all users. Design elements that protect walkers and bikers (traffic calming, improved crossings, lighting) also reduce vehicle crashes. Lower vehicle speeds reduce crash frequency and severity.
- **Decreased Congestion:** Network connectivity provides redundant routes that can distribute traffic across roads instead of concentrating it at limited neighborhood access points. In addition, investment in active transportation can shift short trips to active modes and reduce congestion.
- **Faster Emergency Response:** Neighborhoods with limited access points have slower emergency response times because there are fewer entrances that vehicles can use. Having fewer entrances forces vehicles into a more circuitous route to enter the neighborhood, which impacts emergency response times of first responders.
- **Increased Sales for Small Businesses:** Gridded street networks have more flexibility in their use types. Downtown Castroville, even outside of the core, has relatively more local businesses compared to the new neighborhoods in and around Castroville. A gridded street network creates corner lots where entrepreneurs can set up a shop or local business. People can more easily browse nearby shops in a dense network that allows for corner shops.
- **Community Character Kept Intact:** Connected grid networks are more aligned with downtown Castroville, contributing to the overall sense of community, honoring Alsatian heritage, and supporting historic walking tours.
- **Mitigated Flood Hazard:** Access management can allow for the introduction of bioswales, planters, and parklets that disrupt the continuity of impermeable, thereby mitigating flood risk.

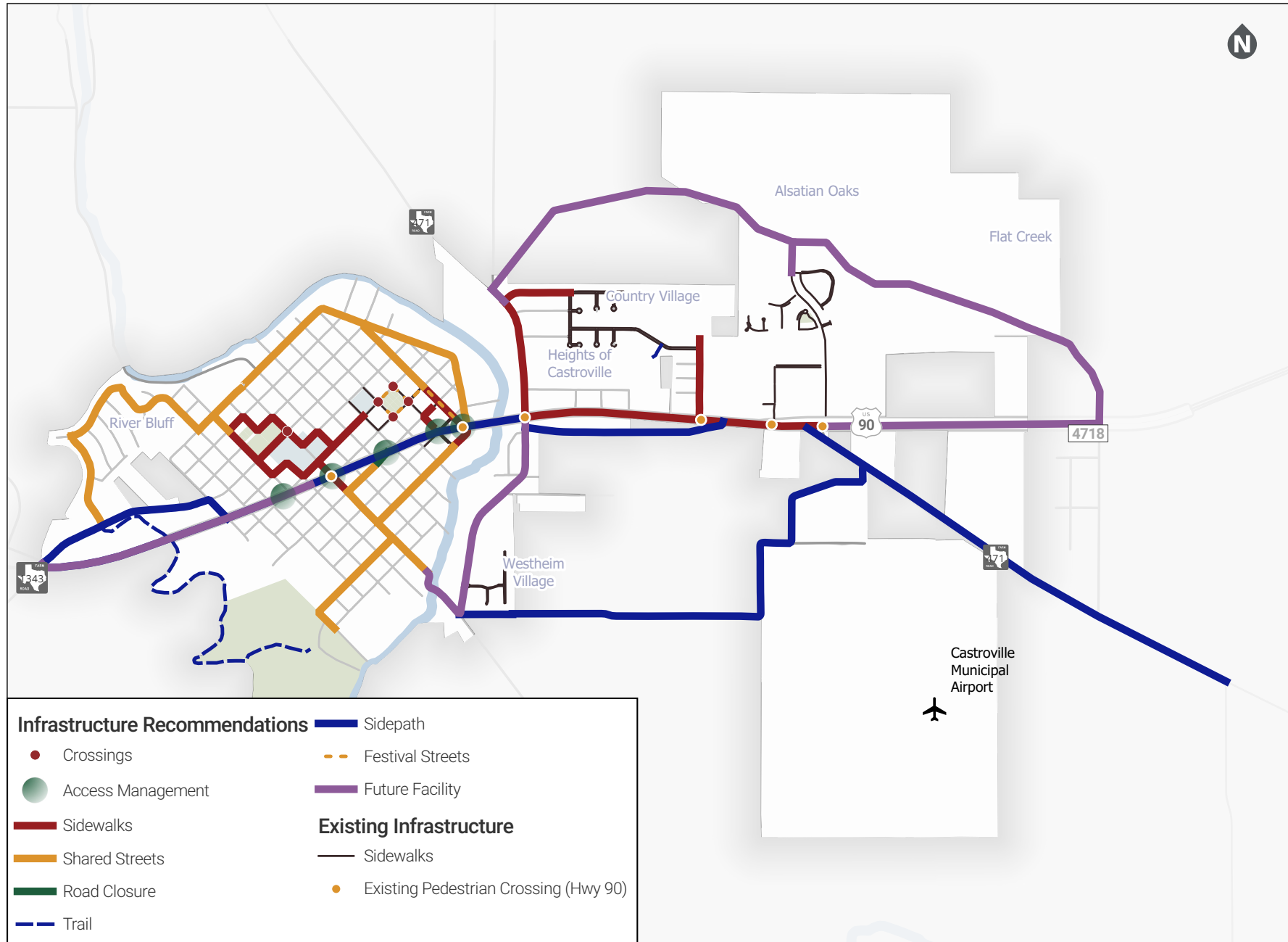
What Do These Recommendations Mean?

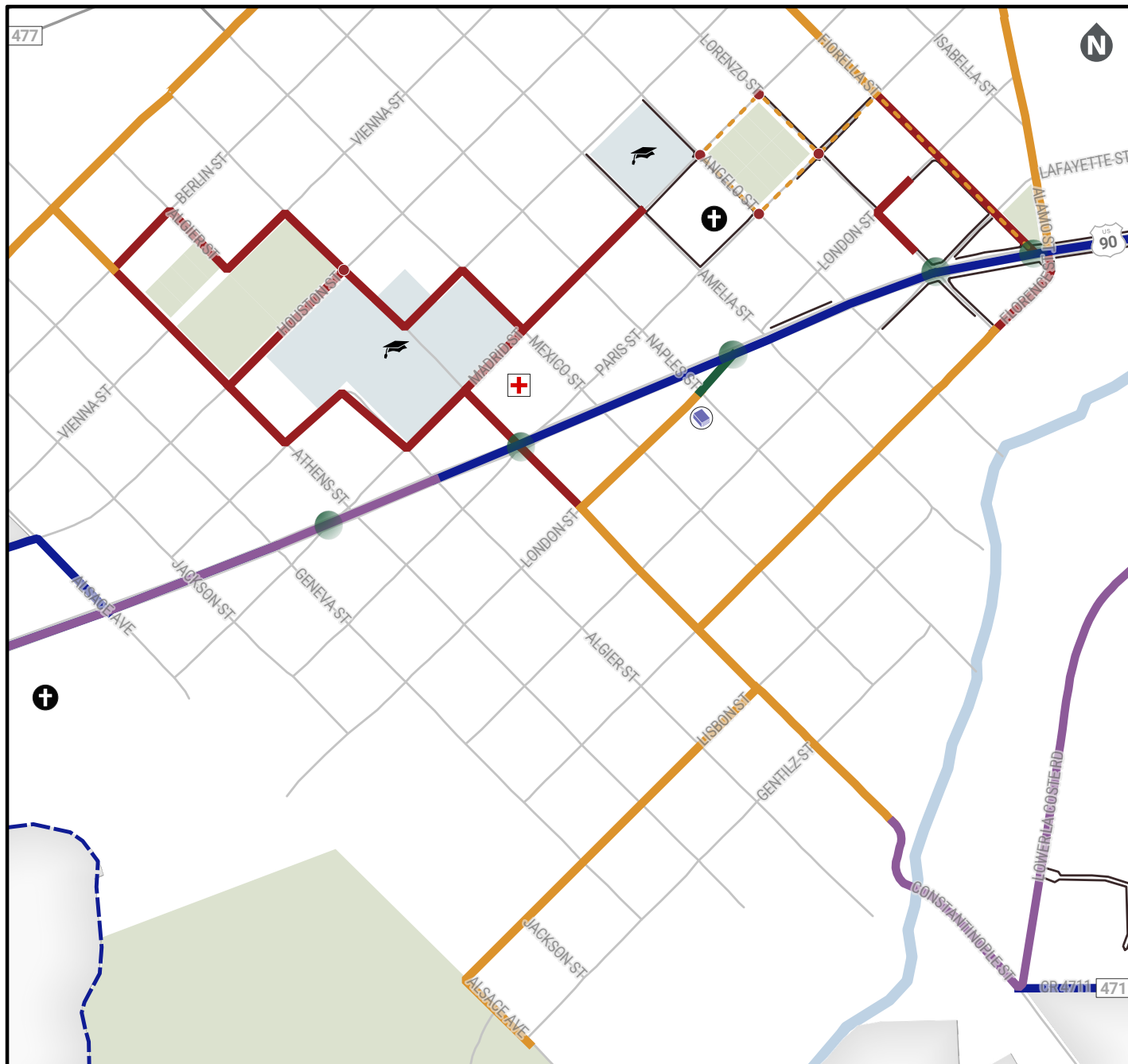
The recommendations in this plan reflect the established best practices for improving transportation safety and connectivity. They identify infrastructure and programmatic improvements that, if implemented, would help advance the transportation goals established by the City of Castroville.

Not every recommendation may be feasible in the near term due to design, funding, or operational constraints. However, these recommendations are included to identify the improvements needed to achieve safe and connected conditions for people walking, biking, and rolling. For example, pedestrians should be able to safely cross the low water crossing bridge on Constantinople Street. While current design and financial constraints may make this difficult to implement immediately, the improvement is included to highlight the minimum safety conditions that should ultimately be achieved.

The plan also encourages an iterative, demonstration-oriented approach to implementation. This allows Castroville to test new ideas and improvements through pilot projects or temporary installations before committing to permanent designs, helping ensure that solutions are effective and responsive to community needs.

Active Transportation Network Map





Infrastructure Recommendations (Inset)

- Access Management
- Crossings
- Sidewalks
- Shared Streets
- Road Closure
- Trail
- Sidepath
- Festival Streets
- Future Facility
- Existing Sidewalks

Key Destinations

- ⊕ Churches
- ⊕ Medical Facility
- 📖 Libraries
- 🎓 Schools

Projects

Highway 90

A Highway 90 project in collaboration with the Texas Department of Transportation (TxDOT) is the most important project to meet Castroville’s goals. It should be pursued via conversations with TxDOT and inclusion in the STIP. A comprehensive complete streets and speed management project initiated by TxDOT on Highway 90 could address many of the current barriers to safe walking and biking (improving sidewalks, crossings, access management).

Highway 90 needs sidewalks and speed management to ensure pedestrian safety and community cohesion. A pedestrian bridge over Highway 90 has been proposed previously. However, this would not address the underlying risk that motor vehicle speeds pose to those outside of a vehicle and would be expensive to maintain. Complete pedestrian facilities, a sidepath, access control, and traffic calming are a priority on Highway 90. As discussed in previous planning efforts in Castroville, gateway treatments and transverse rumble strips that physically delineate the approach into downtown Castroville from surrounding agricultural land use contexts would also be beneficial.

Potential Features:

- Sidewalk installation (north)
- Sidepath (south): a sidepath is a path alongside a roadway designed to be used by people walking and biking
- Access management
- Curb ramps
- Pedestrian refuge islands
- Center median
- Gateway treatment
- Transverse rumble strips on approach



Access Management

These projects do not follow a single standard treatment but instead include a set of commonly used strategies that clarify vehicle movements and improve overall street function, often supporting better separation between travel modes. In Castroville, access management recommendations fall into two categories: treatments addressing skewed street geometry and measures related to parking management and control.



Lafayette Street and Fiorella Street: Restrict vehicle access at Highway 90 and Paris Street at both north and south intersection points. Convert Fiorella into a one-way street, with vehicle traffic traveling north.

Realignment of Skewed Streets

Restrict vehicle access on road segments that meet Highway 90 at an acute angle to realign traffic pattern to create 4-leg intersections with less severe turning angles. Skew realignment might include closing road legs where small wedges are formed. These can increase speeds on side streets and create unnatural turning movements that lead to more severe crashes. Each of the highlighted sections should be considered for realignment.



Paris Street: Restrict vehicle access at Highway 90 and Paris Street at both north and south intersection points.



London Street: Restrict vehicle access at Highway 90 and London Street at both north and south intersection points.



Madrid Street: Restrict vehicle access at Highway 90 and Madrid Street at both north and south intersection points.

Parking Control

Constrain parking lot access and delineate pedestrian space to reduce conflict points and improve safety for people walking and bicycling. Unmanaged parking areas and frequent curb cuts can create unpredictable vehicle movements, which increase crash risks. Access points should be consolidated where feasible, clearly defined, and aligned with adjacent intersections to simplify turning movements and improve sight distance.



Parking Control: The images above show example application areas of parking control and management. Reconfiguring block-length access points into single or multiple driveways allows for greater delineation between spaces and increases safety for all modes. The areas highlighted in orange indicate where parking control could be implemented along Highway 90.

Crossing Improvement

Add marked crosswalks and other pedestrian protections to intersections. Marked pedestrian crossings should also be improved along Highway 90, particularly the intersections of Alamo and Highway 90 as well as Constantinople and Highway 90.

“We need crosswalks along Highway 90, so we’re not playing frogger.”



Marked Crossings: Houston Square.



Marked Crossings: Houston and Constantinople.

Festival Streets

Festival streets are flexible, pedestrian-oriented streets designed to function primarily as low-speed streets but can convert into a car-free space for community events and festivals. While related to the concept of a shared street, festival streets will have separate spaces for pedestrians (e.g., sidewalks, marked crossings). Their flexible design includes flush curbs, minimal grade separation, and removable barriers to allow temporary closures.

Around Houston Square, festival street treatments could be used to slow vehicle speeds and reinforce the area as a place for people, gathering, and local activity. Traffic calming and strong visual cues, such as paint, temporary or permanent barriers, and planters, can signal to drivers that they are entering a shared environment where people walking and biking have priority. These treatments can improve safety, enhance the character of the square, and support flexible use of street space during daily activity and special events.



Festival Streets: Houston Square, Paris Street to Fiorella.

Shared Streets

Most streets in Castroville’s historic grid can, and already do, function as shared streets. But for selected streets we’re recommending additional treatments to reinforce the concept. A shared street environment accommodates all modes while prioritizing the safety and comfort of people walking and biking. Treatments may include reconfiguring traffic and parking patterns, using distinctive paving materials like brick or other textured surfaces to clearly define shared space, and installing temporary or permanent traffic-calming elements.

The most important feature of a shared street is that traffic is slowed to a pace compatible with pedestrian safety. Mechanisms that encourage traffic calming are discussed in more detail in the policy recommendation memo.

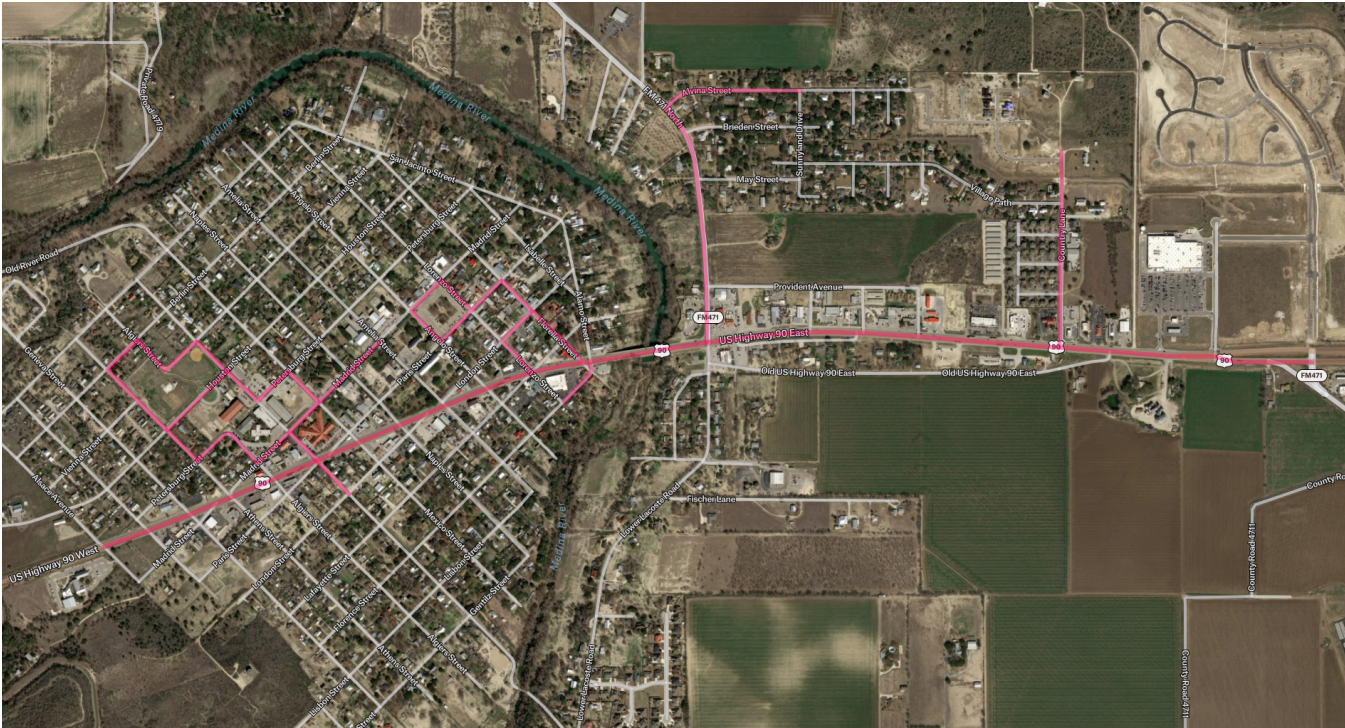
Shared streets are located away from Highway 90 where sidewalk connections are less feasible due to limited right of way and perception of local disinterest. Shared streets should transition to sidewalk before meeting Highway 90. We recommend that the last block of the shared street needs sidewalk to separate walkers from cars, which might be turning from Highway 90 at higher speeds.



Shared streets in Castroville.

Sidewalks

Sidewalks compliant with the Americans with Disability Act should be prioritized and installed on the north side of Highway 90 in Castroville, on streets adjacent to the schools, and on roads connecting communities where vehicle speeds may be high.



Recommended Sidewalk Locations:

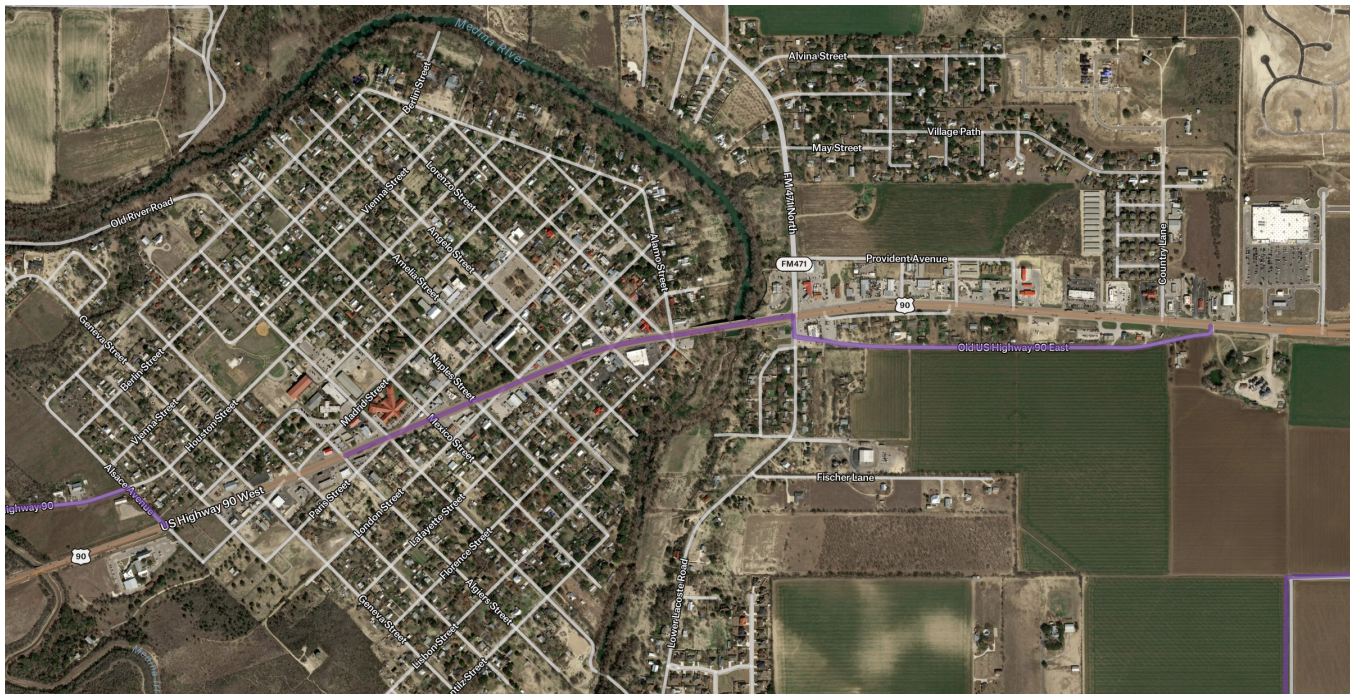
- Local streets: Constantinople Street, London Street, Geneva Street, Lisbon Street, Vienna Street, Algiers Street, Berlin Street, Athens Street, Petersburg Street, Madrid Street, Alsace Avenue, Florella Street, Houston Street, Alvina Street, Country Lane, and Lower Lacoste Road.
- Highway 90 throughout Castroville.
- FM471 to the school complex (south) and north to Alvina Street.

Sidepaths

Sidepaths are fully separated, multi-use facilities designed to support walking, biking, and other low speed micromobility modes. If light utility vehicles (UTVs) like golf carts are permitted, they must operate at speeds no greater than 15 mph and must always yield to people walking and biking. We recommend sidepaths along Highway 90 in downtown Castroville, Old Highway 90, FM471, and County Road 4711. TxDOT is also planning to include a sidepath on Highway 90 from Algiers Street to FM1343, shown on the Future Facilities map. In the short term, sidepaths along Old Highway 90 and County Road 4711 could be marked as on-street advisory bike lanes before sidepaths are fully installed.



Advisory Bike Lanes could be implemented along Old Highway 90 and County Road 4711 as a first step in the implementation process to accommodate bikers and walkers on existing infrastructure.



Sidepaths: Along Highway 90, Old Highway 90, FM471, and County Road 4711.

Trails


Trails are multi-use paths independent of the roadway network that are often located in parks or along greenspace and utility easements. They are more oriented toward recreational uses in addition to transportation and often include environmental and land management considerations. We recommend trails along Old Highway 90 as well as along County Road 4711. We recommend a trail along the Medina Irrigation Canal connecting to the Castroville Regional Park.

In addition, we recommend developing a trail specification to provide Castroville with a consistent framework for planning, designing, and building trails. Its purpose is to ensure that trails built by the city, developers, or partner agencies follow the same design expectations and provide a consistent user experience.

There is local interest in a regional network of trails and sidepaths that could support active transportation and other light modes (such as UTVs). A path connecting Hondo, Castroville, and La Coste, with access to Castroville Regional Park, Downtown Castroville, and the regional schools could be an initial idea. An intercity trail system is jurisdictionally complicated, and would be best managed by a regional body, such as the future MPO transportation advisory committee.

Alsatian Connection

This trail along the Canal du Rhone au Rhie connects small cities like Eglingen and Heidwiller.



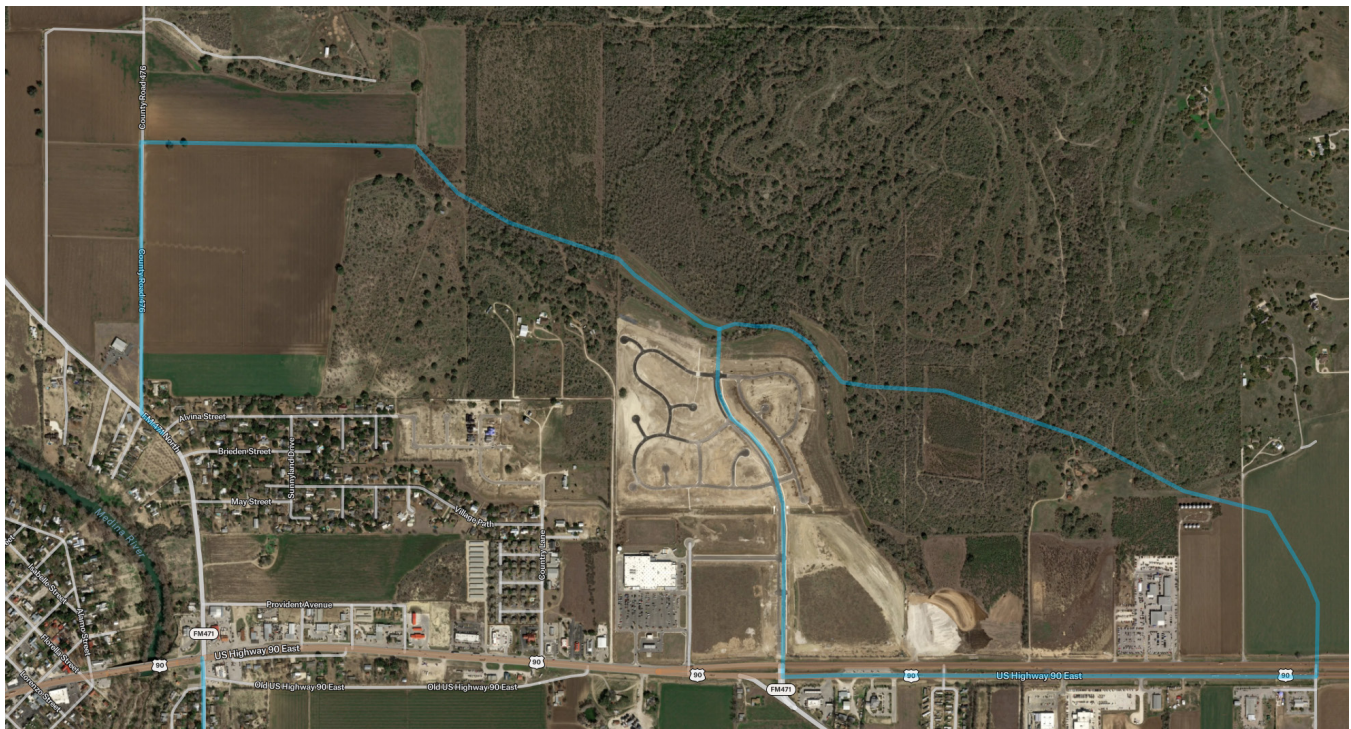

Trails: Along the Medina Irrigation Canal.

Future Facilities

These streets have been identified as candidates for future active transportation treatments, contingent on new development or grant opportunities.

- **TxDOT Highway 90 Planned Project**
 - » Planned Project: TxDOT has a planned reconstruction project from Algiers Street to FM1343 that includes a 10 foot sidepath on the north side of Highway 90 and an 8 foot sidewalk on the south side.
- **Constantinople Low Water Crossing (LWC) Bridge**
 - » Recommendation: The LWC bridge should include dedicated space for pedestrians to cross. Other than Highway 90, there are no Medina River crossings in Castroville.
- **Constantinople (Gentilz to Lower Lacoste)**
 - » Recommendation: Sidewalk facilities and traffic calming.
- **FM-471 (North of Highway 90)**
 - » Recommendation: Sidewalk facilities, crossing improvements, and traffic calming.
- **FM-471 (South of Highway 90/Lower Lacoste)**
 - » Recommendation: Sidewalk facilities or shared use path.
- **Alsatian Oaks (Northern FM-476 Connection)**
 - » Recommendation: Sidewalk facilities or shared use path.

As Castroville continues to grow and new development occurs, areas that currently have limited demand for active transportation infrastructure may require improvements. This plan identifies corridors where infrastructure upgrades will likely be needed as development takes place, helping ensure safe and connected routes to downtown Castroville. Depending on the context and nature of future development, appropriate improvements may include sidewalks, shared-use paths, traffic calming measures, crossing enhancements, or other design elements that support safe and comfortable travel for people walking, biking, and rolling.



Future Facilities: New sidewalks or paths should be installed along and connecting to new developments north of Highway 90 in New Castroville.



Future Facilities: Planned developments outside of Castroville should have sidewalks or paths that give people access to downtown Castroville.

Implementation Concepts

It can be difficult to imagine how places might change to meet active transportation goals. Concept designs are tools to help visualize these changes. Concept development is a planning exercise, representing no actionable engineering. Final designs may look different from the initial vision.

Houston Square Streets

Problem: The streets surrounding Houston Square (Paris, Madrid, Angelo, Lorenzo) interact negatively with the square through a poorly defined parking lot border. Pedestrian user experiences are not clearly identified. There are incomplete sidewalks, and no crosswalks or otherwise marked areas for safe walking around the square.

Short-Term Design Solution: Create clear pedestrian paths on either side of the streets surrounding Houston Square. Use paint, planters, moveable concrete barriers, and other temporary materials to try a clear traffic pattern for all modes.

Features:

- Crosswalks
- Pedestrian paths
- Protected parking lot boundaries
- Parking lot egresses
- Curb extensions
- Additional sidewalks to close gaps

Long-Term Design Solution: Houston Square is a central community landmark where residents and visitors gather for socializing, events, and festivals. Castroville’s active transportation goals could be advanced by reimagining the streets surrounding the square to better prioritize people and community activity. Potential improvements include creating a flush, shared streetscape that accommodates multiple travel modes, incorporating brick or other materials that signal a slow-speed plaza environment, and enhancing pedestrian space along the square’s edges. These design changes could help calm traffic, support local businesses, and create a more comfortable environment for walking, biking, and community events. Communities such as Sulphur Springs, located northeast of Dallas, have successfully transformed similar historic square streets into people-oriented spaces through thoughtful street redesign. A comparable approach in Castroville would align with the Downtown Master Plan and support the City’s broader goals for active transportation, placemaking, and downtown vitality.

Design Highlight

Curb extensions with amenities



Sulphur Springs, Texas.

Highway 90 at Fiorella

Problem: Skewed street angles and wide crossing distances on Highway 90 have created a difficult walking condition and high speed, intermodal conflicts.

Design Solution: Install a sidepath on the eastbound side of Highway 90 and add sidewalks to fill gaps on the westbound side to create continuous active transportation facilities. Street segments of Fiorella and Lafayette that are within one block of Highway 90 will be converted to a one-way street, with a realignment of the signal and pedestrian crossing to be more intuitive. In the future, we recommend investing in September Square to connect the internal path to the street sidewalk facilities.

Features:

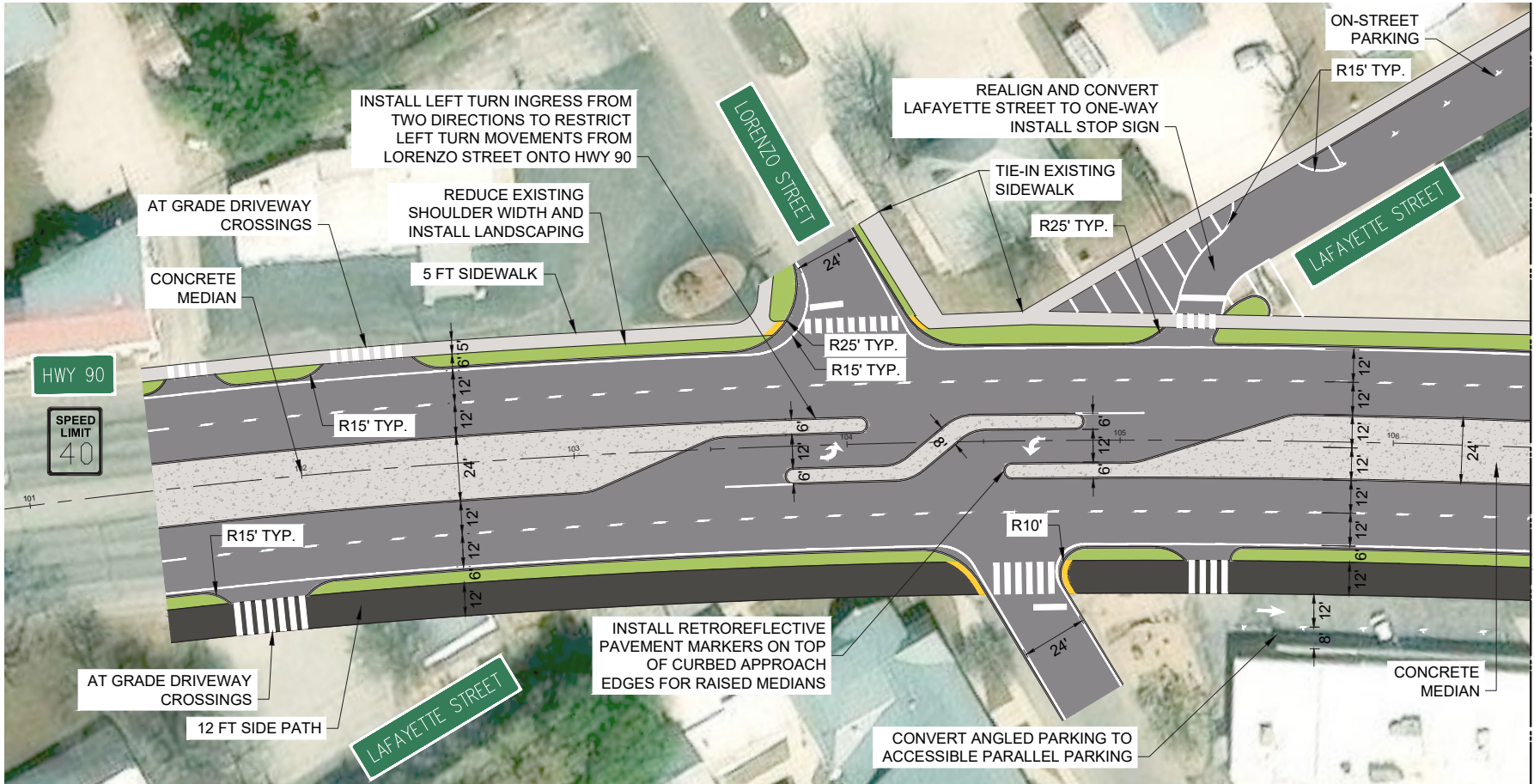
- Sidepath
- Sidewalk gap closures
- Pedestrian refuge island
- Road realignment
- Crossing realignment
- One-way conversions
- Signal simplification
- New sidewalks
- Back-in angled parking
- Crosswalks
- Curb extensions

Design Highlight






A sidepath along 38th Street in Austin, TX illustrates how this type of facility can improve safety and fill critical gaps in the walking and biking network.

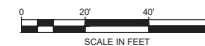


Highway 90 at Fiorella (West)

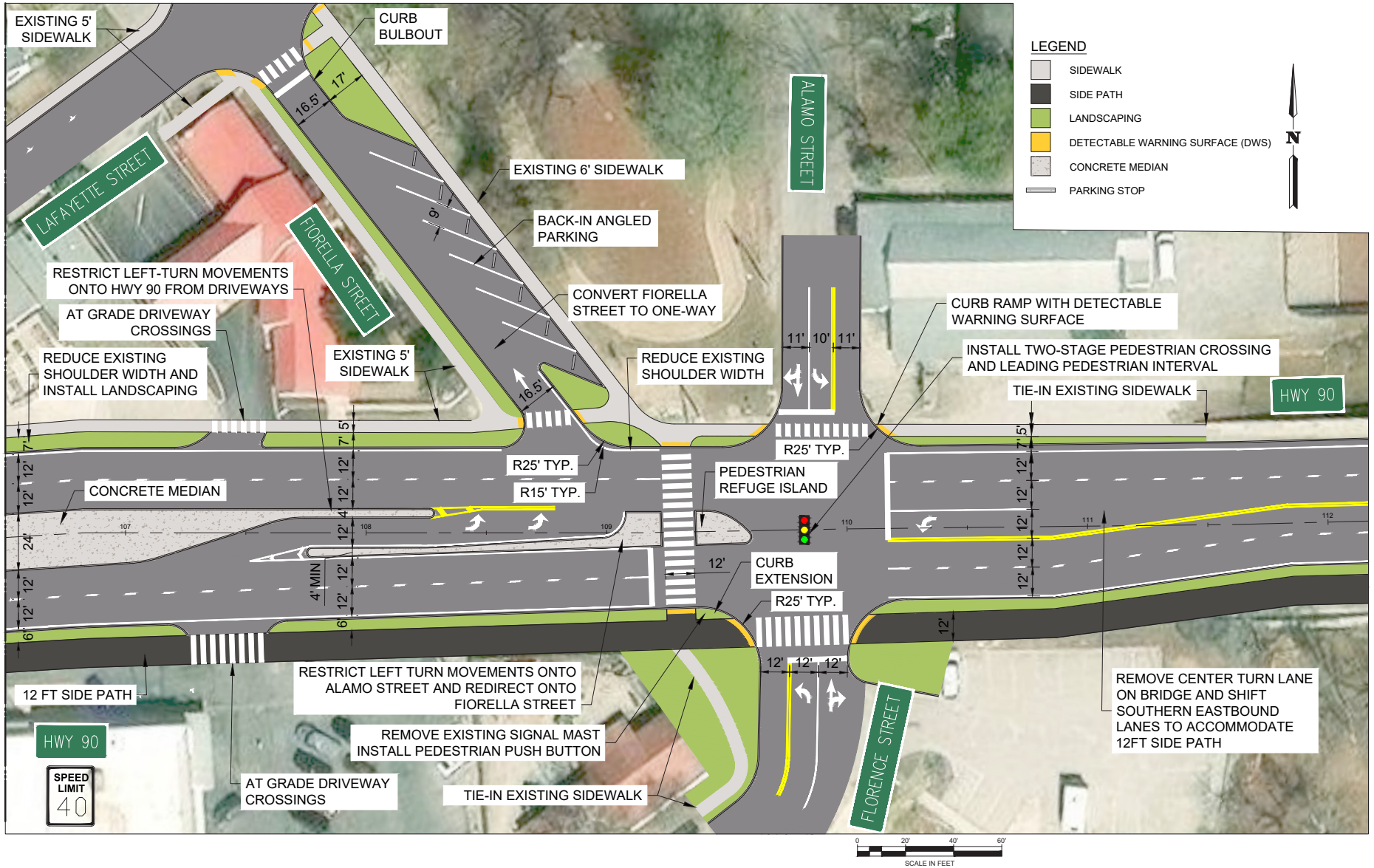


LEGEND

-  SIDEWALK
-  SIDE PATH
-  LANDSCAPING
-  DETECTABLE WARNING SURFACE (DWS)
-  CONCRETE MEDIAN



Highway 90 at Fiorella (East)



Highway 90 at Constantinople

Problem: Skewed street angles and wide crossing distances on Highway 90 have created difficult walking conditions and high speed, intermodal conflicts. Constantinople serves as the primary connecting street between downtown neighborhoods north and south of Highway 90 in Castroville and has higher traffic volumes than other local roads. This is also the only other signalized intersection with a pedestrian crossing along Highway 90 in downtown Castroville beside Fiorella.

Design Solution: Install a sidepath on the eastbound side of Highway 90 and add sidewalks to fill gaps on the westbound side to create continuous active transportation facilities. The small wedge sections of Paris Street on either side of Highway 90 will be closed to through traffic. Sidewalks will continue on Constantinople from the elementary school to London Street before Constantinople transitions into a shared street.

Features:

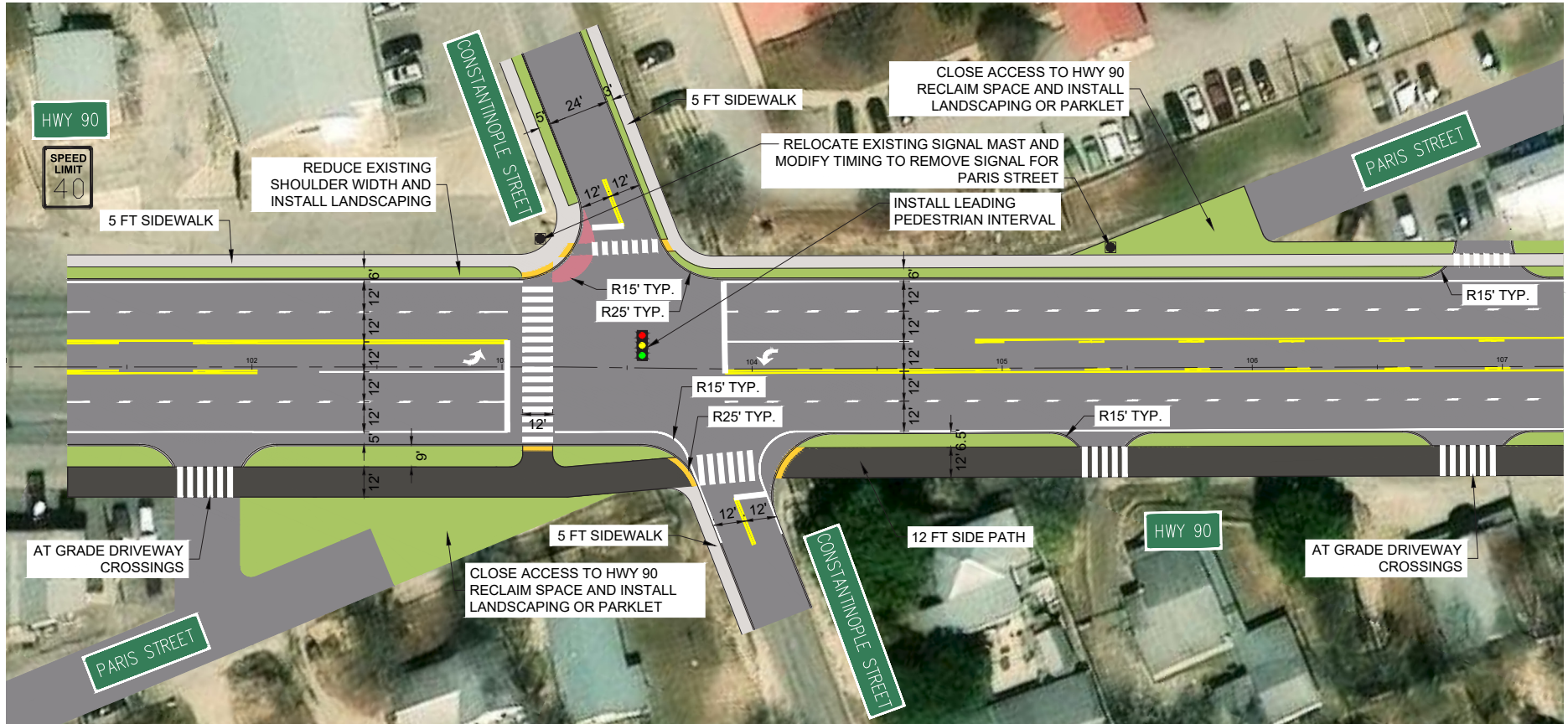
- Sidepath
- Sidewalk gap closures
- New sidewalks along parking lots
- Road closures
- Pedestrian refuge island
- Road realignment
- Crossing realignment
- Signal simplification
- New sidewalks
- Crosswalks
- Curb extensions

Design Highlight

Bioswale skew realignment



Highway 90 at Constantinople



LEGEND

- SIDEWALK
- SIDE PATH
- LANDSCAPING
- DETECTABLE WARNING SURFACE (DWS)
- CONCRETE APRON



06


Prioritization and Evaluation

Prioritization Strategy


Project prioritization is guided by the plan’s goals, community needs identified through engagement activities, available data, local context, and feasibility. The prioritization strategy included here reflects a balanced consideration of community priorities, professional judgment, and real-world implementation realities.

Prioritization Criteria


Projects are assigned to implementation phases using the following criteria:




Safety: Locations with documented conflicts, high vehicle speeds, proximity to important destinations (e.g., schools), or known crossing challenges are prioritized earlier.




Feasibility and Cost: Lower-cost and operational changes that can be implemented quickly are prioritized in the near-term, while capital-intensive projects are phased later.



Connectivity and Access: Projects that close critical gaps in the walking and biking network are prioritized earlier. This includes Highway 90, Houston Square, and school connections.



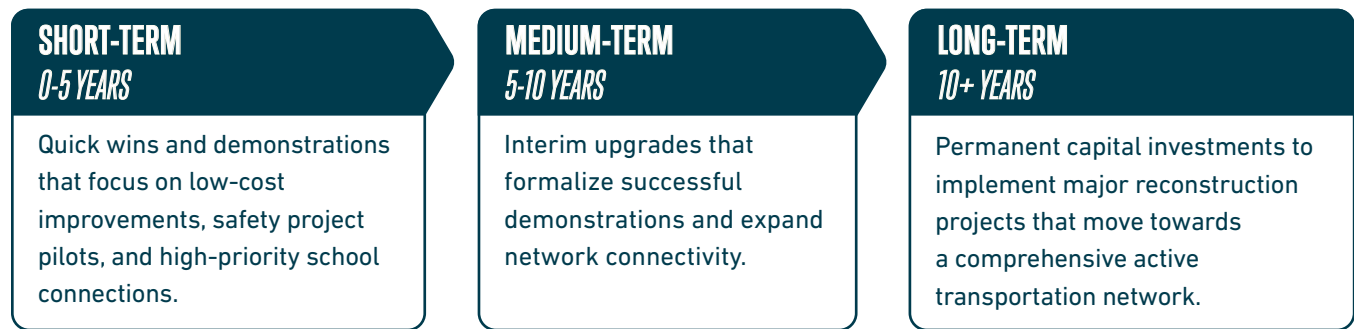
Opportunity for Demonstration: Projects suitable for low-cost pilot implementations are prioritized early to test concepts before committing to permanent construction.



Community: Engagement activities identified residents’ top priorities.

Phasing Framework

Projects are organized into three implementation phases. This phasing reflects both readiness for implementation and the anticipated level of investment and coordination required.



A short-term pilot in Columbus lead to interim infrastructure, before permanent redesign.



After permanent redesign.

Demonstration-to-Permanent Approach

Except for new sidewalk construction and projects along Highway 90, most project types follow a demonstration-to-permanent progression where appropriate. Each step in the approach is detailed below.

DEMONSTRATION PHASE ○ ○ ●

Projects can initially be implemented using temporary, low-cost materials such as paint, flexible delineators, movable planters, and signage.

Demonstrations allow Castroville to test changes in traffic patterns, measure impacts on vehicle speeds and pedestrian safety, collect community feedback on designs, and refine projects before capital investment.

INTERIM PHASE ○ ● ●

If projects receive positive community feedback, they may transition to interim upgrades using more durable materials (e.g., hardened centerlines, upgraded signage, modular curbs). If outcomes from the demonstration are mixed, designs should be refined and re-tested before advancing.

PERMANENT PHASE ● ● ●

Projects that demonstrate clear safety, connectivity, operational and community benefits will transition to permanent construction. This could include high-visibility crossings, concrete curb extensions, landscaped pedestrian spaces, reconstructed streets with permanent traffic calming elements, and concrete medians.

If grant funding or planned street reconstruction projects create opportunities to advance improvements ahead of schedule and skip earlier phases, the City of Castroville should leverage those opportunities to accelerate implementation.



Before and after images of a crossing demonstration project.

Project Sequence

In the table below, the lightest cells indicate demonstration projects, mid-tone cells indicate interim projects, and dark cells indicate permanent construction projects. **Project types are ordered by priority**, with highest priority given to Highway 90 projects, sidewalks, and crossing improvements.

Project Type	Short-Term (0-5 Years) <i>Quick Wins and Priorities</i>	Medium-Term (5-10 Years) <i>Interim Upgrades</i>	Long-Term (10+ Years) <i>Capital Investments</i>
Highway 90	Planned reconstruction along Highway 90 including sidepath and sidewalk. Continue facilities throughout the city limits along Highway 90 at priority locations near crossings. Add gateway treatments and speed management. Install crossing improvements at Fiorella and Constantinople intersections: realign crosswalks and install high-visibility crosswalks, curb extensions, and ADA compliant features.	Construct sidepath and sidewalks to fill in remaining gaps along Highway 90. Shift travel lanes across the Medina River bridge.	Construct center medians and pedestrian refuge spaces to both control traffic patterns and provide greater pedestrian safety.
Sidewalks	Install sidewalks adjacent to Castroville Elementary School and sidewalks connecting to Highway 90 at Constantinople.	Install sidewalks to fill network gaps in downtown Castroville.	Install sidewalks east of the Medina River.
Crossing Improvements	Install painted crosswalks (permanent paint) and temporary curb extensions. Target locations around Houston Square and near Castroville Elementary School (Houston and Constantinople).	Install hardened curb extensions and high-visibility crosswalks.	Construct concrete curb extensions and ADA-compliant features.
Access Management	Use barriers, paint, and signage to adjust traffic patterns and create pedestrian-priority areas. Target intersections along Highway 90: Fiorella, Lafayette, London, Madrid, Paris.	Replace temporary materials with durable infrastructure and formalize a parking control strategy.	Reconstruct streets to create permanent pedestrian-priority areas.
Sidepaths	Coordinate with TxDOT and property owners for driveway access management and crossings. Install pedestrian wayfinding along future sidepath routes. Install advisory bike lanes on Old Highway 90 and County Road 4711.	Construct a sidepath along the south side of Highway 90 and along FM471.	Install pedestrian-scale lighting, rest areas (furniture), and landscaping along sidepaths.
Festival Streets	Install painted parking boundaries, pedestrian spaces, and traffic calming treatments. Detailed guidance is in the Appendix.	Install temporary barriers to separate parking areas and upgrade traffic calming elements to durable materials.	Reconstruct streets with decorative paving, flush curbs, and retractable bollards for temporary event closures. Build lighting, street furniture, and placemaking elements.
Shared Streets	Install painted traffic calming treatments on identified neighborhood streets.	Install durable traffic calming treatments.	Reconstruct streets with permanent and landscaped traffic calming elements.
Trails	Use signage to open the Medina Irrigation Canal with connection into Castroville Regional Park.	Improve Medina Irrigation Canal trail accessibility, parking areas, access points, and amenities.	Plan and construct additional trail connections in and around the city to connect to other parks and towns.

Evaluation

Implementation of this active transportation plan is an ongoing process. Evaluation provides an opportunity for the City of Castroville to update project priorities, address emerging concerns, respond to changes in development, and align with policy changes.

To help ensure Castroville achieves its goals, progress can be tracked through a set of performance measures. These measures allow Castroville to monitor outcomes, adjust strategies over time, and communicate progress transparently to the community and stakeholders.

Goals	Objectives	Potential Performance Measures
Safety	Reduce vehicle speeds, which increases safety for all road users.	Average vehicle speeds before/after traffic calming or roadway design changes.
	Reduce conflicts and improve visibility between all road users.	Number of intersections with upgraded crosswalks, lighting, or visibility improvements.
	Eliminate pedestrian and bicyclist traffic collisions with motor vehicles.	Number of pedestrians and bicyclists killed or severely injured from traffic collisions.
	Create a street system that users of all ages and abilities can use safely.	\$ spent on designing and constructing pedestrian and bicyclist safety improvement projects, including traffic calming and high-visibility crosswalks. Percentage of network designed to all ages and abilities standards (e.g., protected facilities, ADA-compliant sidewalks).
Connectivity and Access	Provide safe and comfortable places to cross busy streets and highways.	Number of new and improved safe crossings of Highway 90. Maximum distance between safe pedestrian crossings on Highway 90.
	Enhance north-south connections in Castroville.	Percentage of population living within ¼ mile of continuous north-south facilities.
	Enhance east-west connections in Castroville.	Percentage of population living within ¼ mile of continuous east-west facilities.
	Develop a network of shared streets and protected facilities between new and historic development.	Percentage of roadway miles with sidewalks, bike lanes, or shared-use paths. Percentage of streets designated as shared streets. Percentage of low stress facility streets.
	Establish high-quality routes between businesses, schools, parks, recreation areas, and neighborhoods.	Percentage of population within 1/4 mile of a low-stress walk or bike route to schools, parks, and points of interest.
Community	Communicate project progress, outcomes, and implementation effectively, while allowing space for response to public comment and reorientation.	Number of communications distributed through engagement tools.
	Support Castroville festivals and events.	Percentage of attendees arriving at events via walking or biking.
	Create holistic policies that support current and future needs.	Adoption of active transportation supportive policies (e.g., complete streets, safe routes to school).
	Evaluate implementation progress at regular intervals.	Annual progress tracking against plan implementation milestones. Percentage of projects identified in the plan that are funded and constructed.



This active transportation plan is intended to be a living document. Evaluation findings should inform future decision-making and should be shared publicly. If performance measures show limited progress toward a goal, Castroville should reassess project prioritization, implementation strategies, and partnership approaches.



City of Castroville
Active Transportation Plan

March 2026 DRAFT