

# Increasing the Value of Castle Hills with Transportation

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# BLUF: Bottom Line Up Front

- The Castle Hills challenge is to expect more from its road assets
- Public roads can and should:
  - do a lot more than just accommodate motor vehicles passing through
  - enhance, and not devalue, a community
- Thinking of the future
  - Good planning and design are keys to managing traffic, building tax base, and promoting public health and safety
  - Castle Hills can use strategic “placemaking” with a complete road network to sustain and improve economic, social, and environmental development

# Limited vs. Complete Road Function

Roads can do more than one thing:

- Movement of people and goods
- Access to property
- Community severance
- Traffic generator
- Public space, identity and place
- Catalyst for commerce
- Definition of blocks, street grid, connectivity





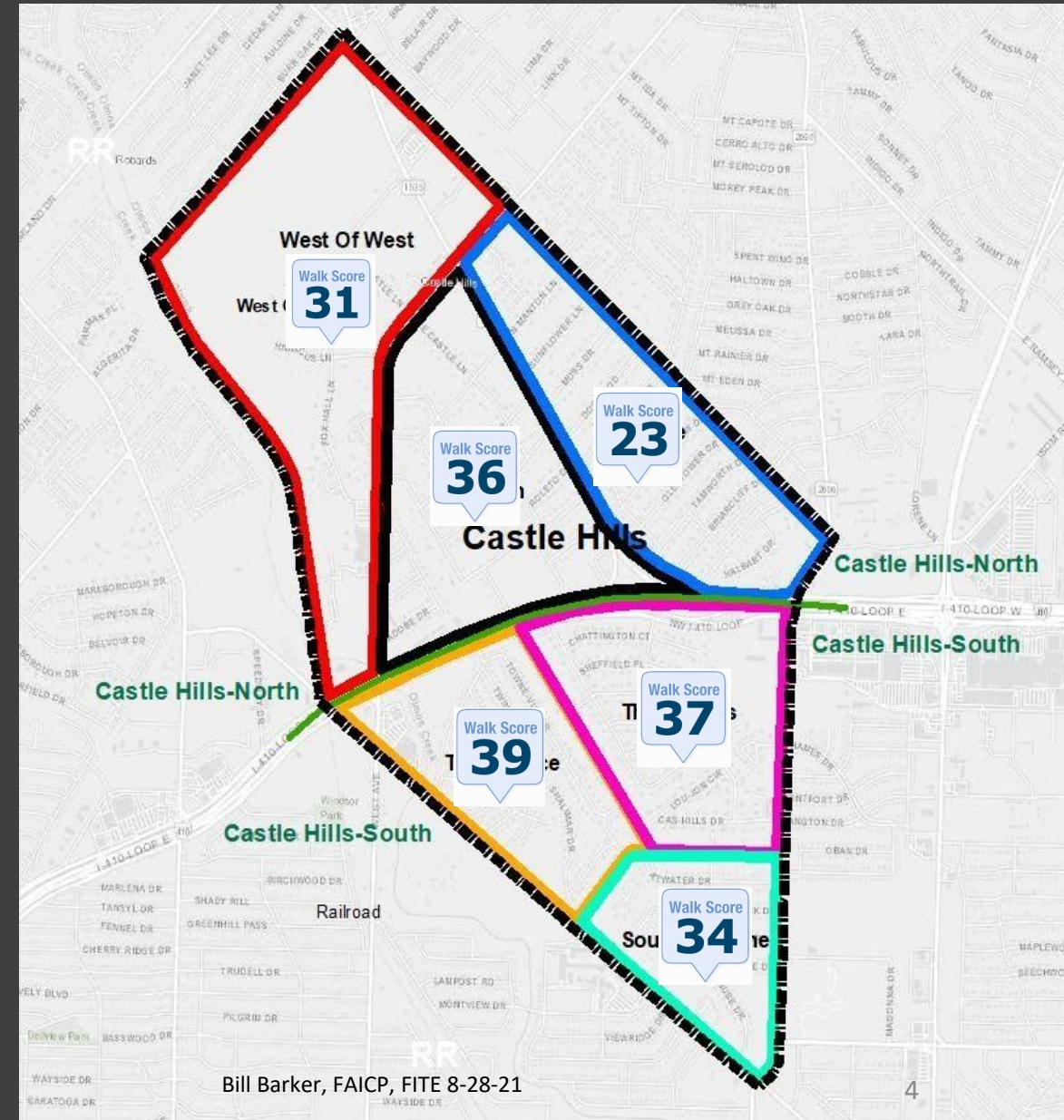
# Impact of Walkability

Walk Score®	Description
90-100	Walker's Paradise <i>Daily errands do not require a car</i>
70-89	Very Walkable <i>Most errands can be accomplished on foot</i>
50-69	Somewhat Walkable <i>Some errands can be accomplished on foot</i>
25-49	Car-Dependent <i>Most errands require a car</i>
0-24	Car-Dependent <i>Almost all errands require a car</i>

A 10-point increase in Walk Score:

- can increase the price of a home by an average of 9%
- increases commercial property values by 5-8%
- reduces the foreclosure rate by 1-3%
- results in 9 more minutes per week of walking, less obesity

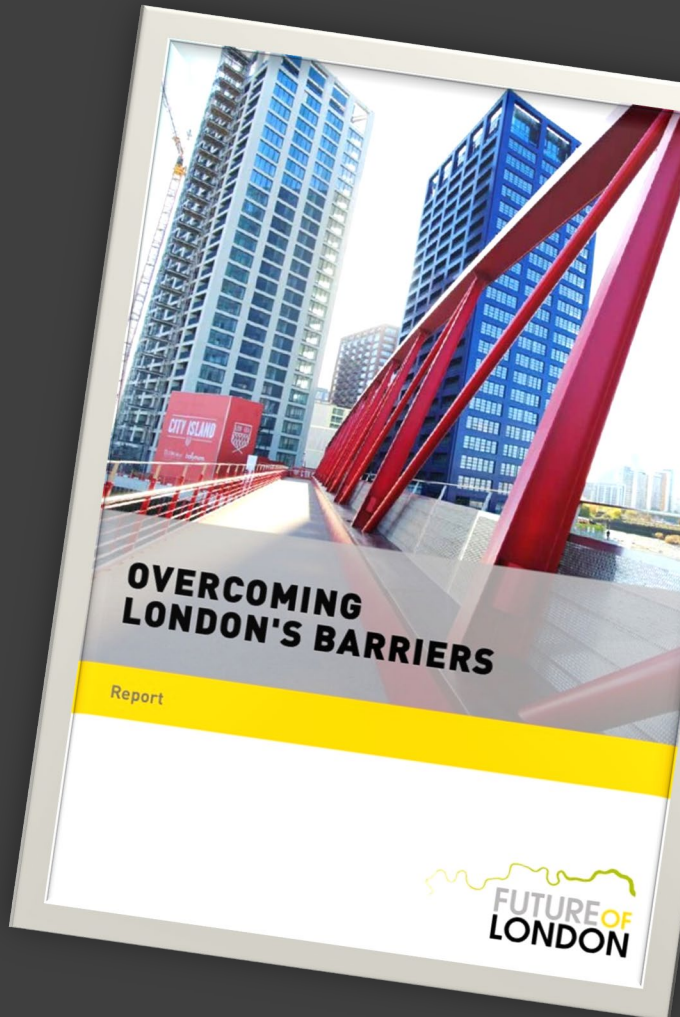
## Walk Score at Center of Each Neighborhood



# The Barrier Effect and Community Severance

“Physical barriers are aspects of the public realm that divide places, particularly for pedestrians and cyclists. At the largest scale, major roads are the best-known and most-researched culprits, and their impacts are sometimes referred to as ‘severance’ or ‘community severance’.”

- Future of London



I-410 is an example of a physical barrier causing community severance



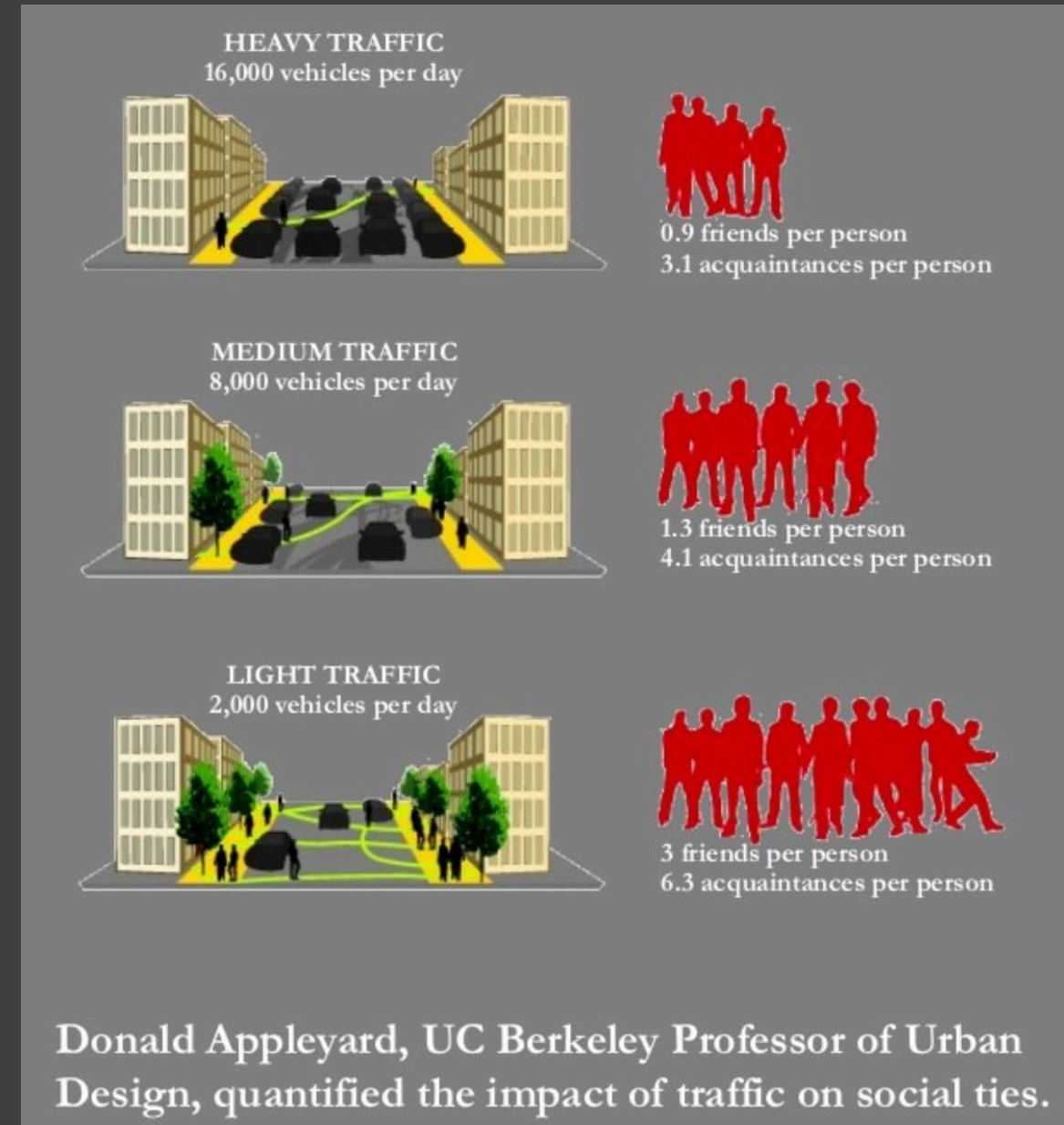
Bus stop pair at HEB is the location of a pedestrian barrier due to the amount of traffic and the lack of pedestrian safeguards



# Costs of Travel Barriers

- A Canadian researcher calculated that a 3.3 mile stretch of a major highway crossing through a medium size city imposes barrier effect costs of \$1.9 million (U.S.) annually, or about 65¢ per capita each day
- A Danish publication estimates that the barrier effect represents 15% of roadway costs to be considered in benefit/cost analysis
- The new federal Infrastructure Bill includes a Reconnecting Communities Pilot program to address communities severed by limited access highways

Transportation Cost and Benefit Analysis II – Barrier Effect  
Victoria Transport Policy Institute ([www.vtpi.org](http://www.vtpi.org))



# Placemaking

- Placemaking is an effective local economic development tool
- Placemaking ingredients
  - Access and linkages
  - Image and comfort
  - Activities and uses
  - Sociability

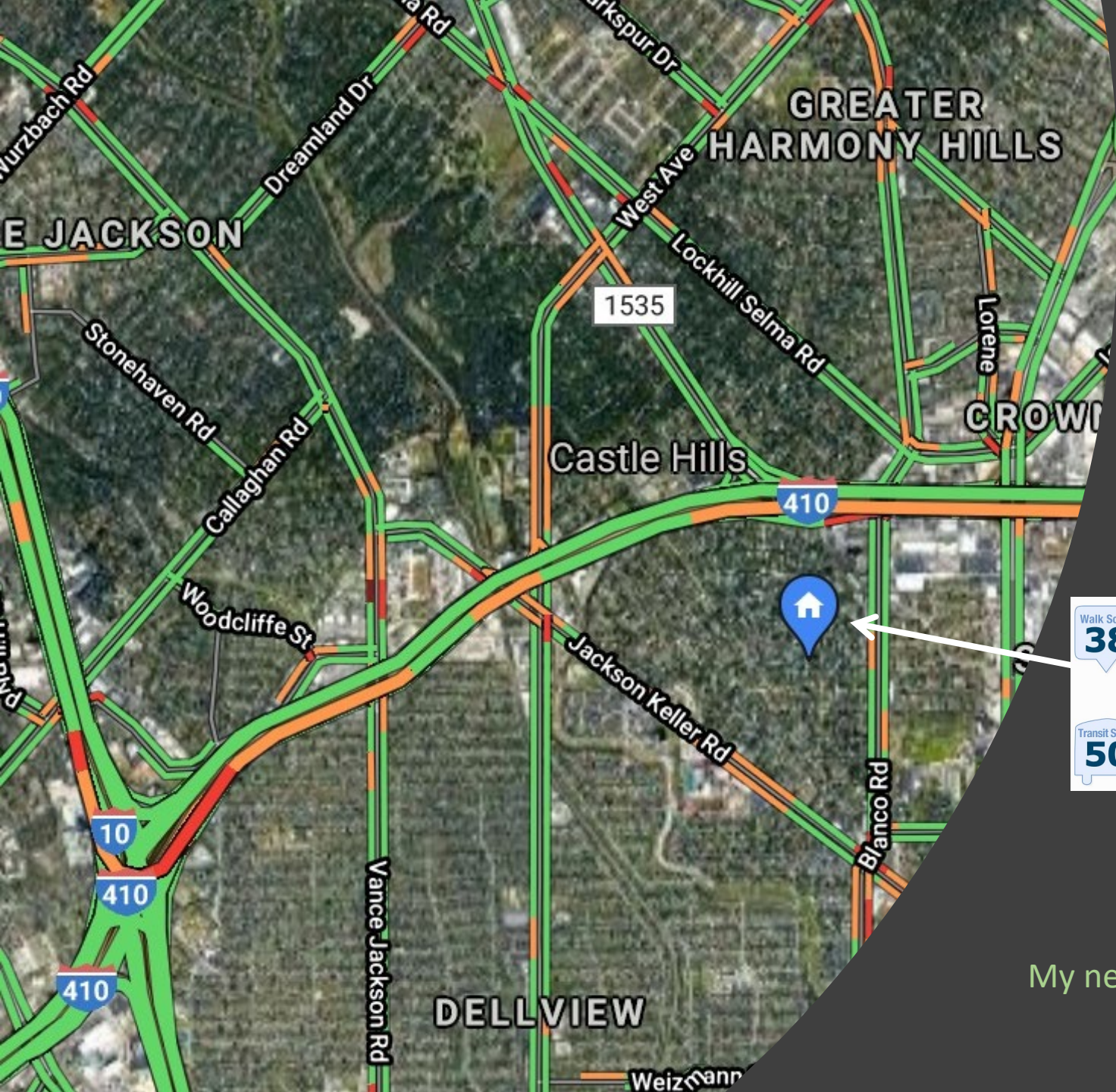


Queens Plaza in New York City converted from gateway and transit hub into a green refuge



Southlake (Texas) Town Square creates a strong sense of place and good pedestrian connections, making it far superior to an ordinary retail development





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Walk Score  
**38**

**Car-Dependent**  
Most errands require a car.

Transit Score  
**50**

**Good Transit**  
Many nearby public transportation options.

My nearest bus stop

