



# Mobility in the Megaregion

Chapter authors: Catherine Ross, Adjo Amekudzi, Jason Barringer

Presented by: Catherine Ross, CQGRD

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Image Sources: Greater Raleigh CVB , Durham CVB, Alabama CVB, MARTA

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## Theoretical Planning Frame for 21<sup>st</sup>-century Urbanization

- Megacities
- Megaregions
- Spatial planning
- Infrastructure
- Longer range planning

Infrastructure planning is a national priority and a lever to enhance growth.

America's infrastructure inadequate for the 21<sup>st</sup> century with limited technological and modal integration.

Increased competitiveness in the global economy engendered through state of the art infrastructure that is:

- efficient and consists of different technologies,
- with different cost structures
- serving different trip purposes and different travelers

## Continuing Challenges

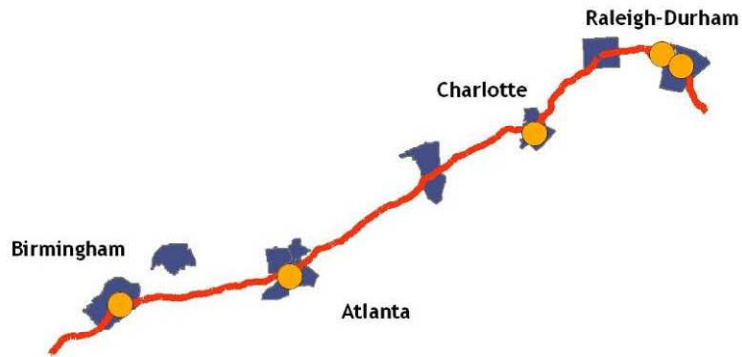
- general deteriorated state of infrastructure
- inadequate transit
- climate change
- congestion
- insufficient rail freight capacity
- unsafe bridges and dams
- creating unhealthy places
- creating unattractive places

## Crossing the Border

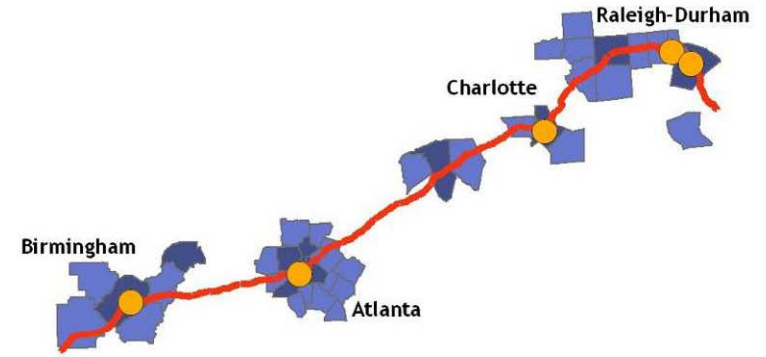
- From Sidewalks to Jet Ports: making investment decisions considering the impacts locally and at the multi-state level
- Connecting MSAs and all parts to multiple spaces
- Connecting depressed areas to economically viable ones
- Infrastructure must support megaregion economic specialization with specialized infrastructure (reducing competition among megaregions and positioning them globally)

## II. Crossing the Border

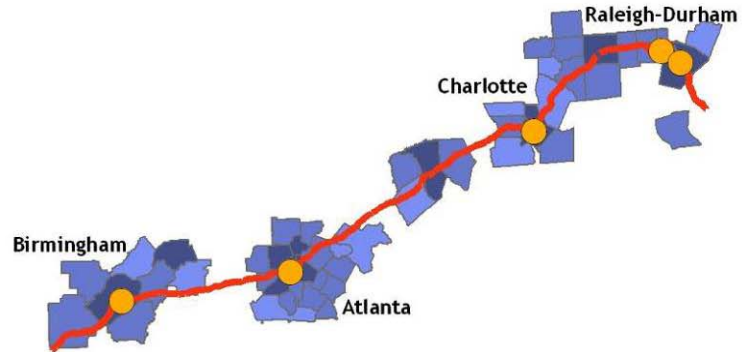
MSAs - 1950



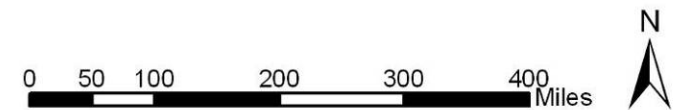
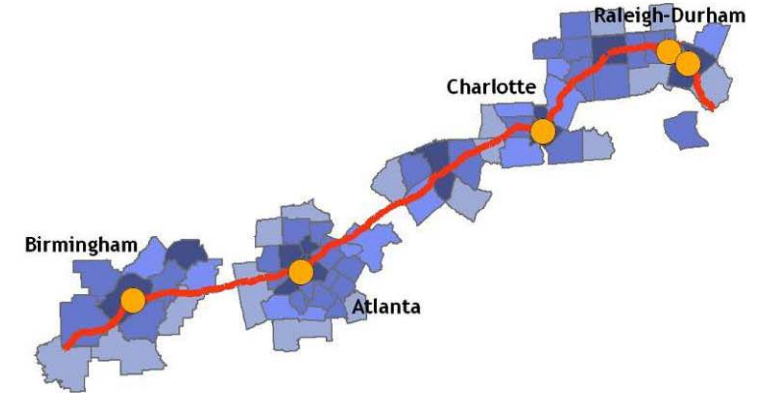
MSAs - 1973



MSAs - 1990



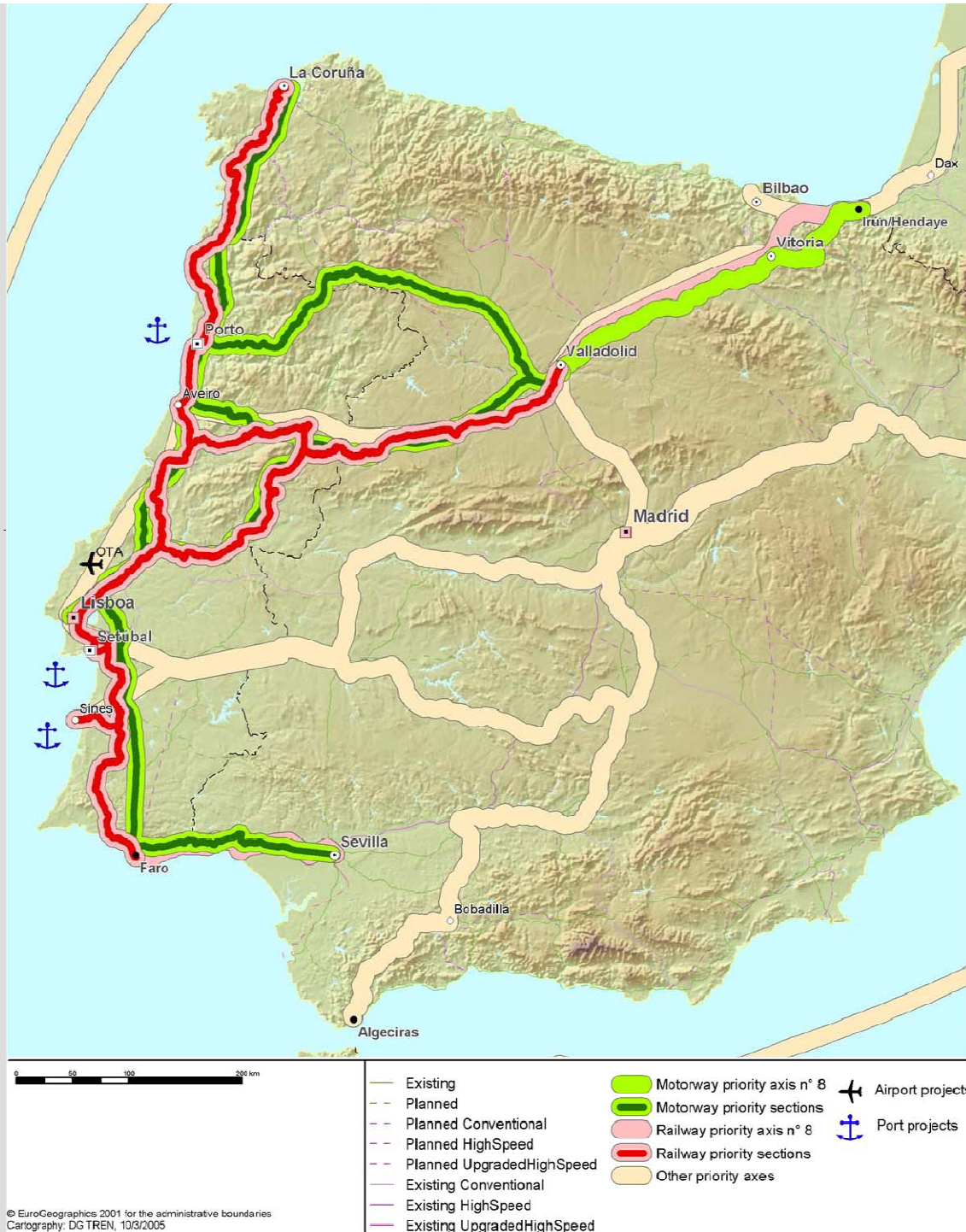
MSAs - 2003



How people will live and work in the future?



## II. Crossing the Border



## The European Union Response

SOURCE: European Commission, C:\Documents and Settings\kl123\Local Settings\Temporary Internet Files\OLK160B\Trans-European Networks (2).htm



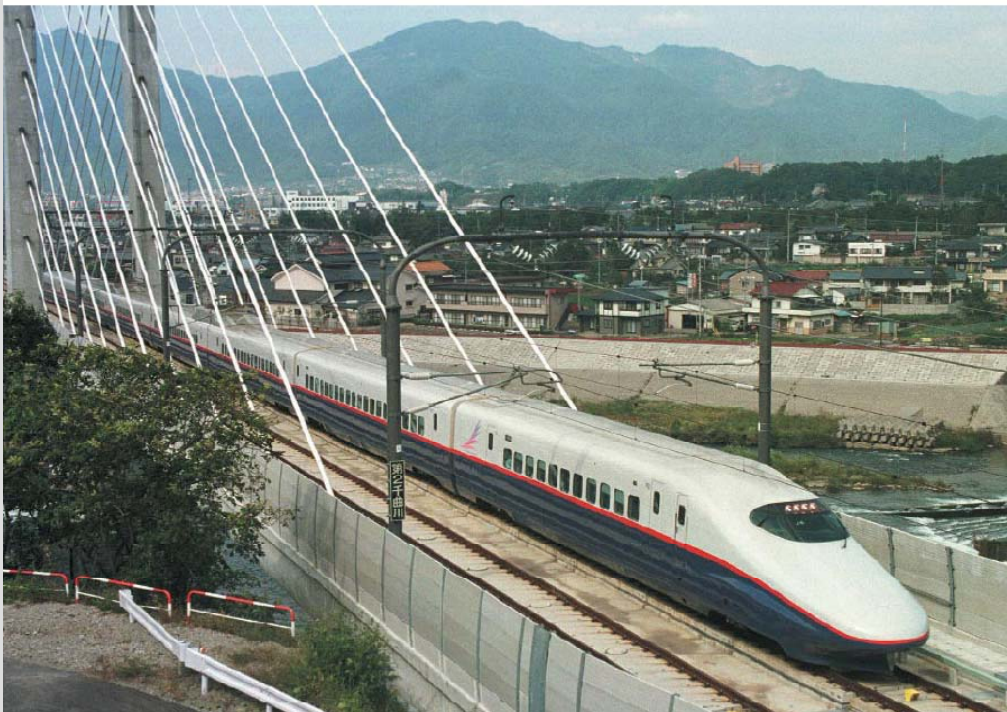
## Challenge and Opportunity

- Need for long time, focused investment
- New roles for states, local government, regions and the nation
- America trailing other countries in innovative finance and integrated multimodal, multi-level infrastructure planning
- Integrated theoretical account to redevelop the built environment using infrastructure in innovative ways

### III. Challenges and Opportunities



New road to Beijing  
Airport



Japan's bullet trains

SOURCE: ULI, *Infrastructure 2007*

## IV. A Functional Approach

- Integrating equity, economic development, climate change and legal considerations
- Reducing energy consumption
- Increasing public's share of value created through location of transit (enhanced value capture)
- Examining legal challenges to megaregions
  - Arguments against megaregions (compact clause)
  - Informal and formal arrangements for multistate infrastructure development
- Multi-state MPO's

## Already Planning Across Borders

| MSAs                                      | States         | 2000<br>Population | Multi-<br>State | Megaregion   |
|-------------------------------------------|----------------|--------------------|-----------------|--------------|
| Chattanooga                               | TN, GA         | 465,161            | Yes             | PAM          |
| Cincinnati–Hamilton                       | OH, KY, IN     | 1,979,202          | Yes             | Great Lakes  |
| Columbus                                  | GA, AL         | 274,624            | Yes             | PAM          |
| Davenport–Moline–Rock<br>Island           | IA, IL         | 359,062            | Yes             | Great Lakes  |
| Memphis                                   | TN, AR, MS     | 1,135,614          | Yes             | PAM          |
| New London–Norwich                        | CT, RI         | 293,566            |                 | Northeastern |
| Philadelphia–<br>Wilmington–Atlantic City | PA, NJ, DE, MD | 6,188,463          | Yes             | Northeastern |
| Portland–Salem                            | OR, WA         | 2,265,223          | Yes             | Cascadia     |
| Washington–Baltimore                      | DC, MD, VA, WV | 7,608,070          | Yes             | Northeastern |

Sources: U.S. Census Bureau, Census 2000 Redistricting Data (P.L. 94–171) Summary File and 1990 Census.  
<http://www.census.gov/population/www/cen2000/phc-t3.html>RPA; CQGRD

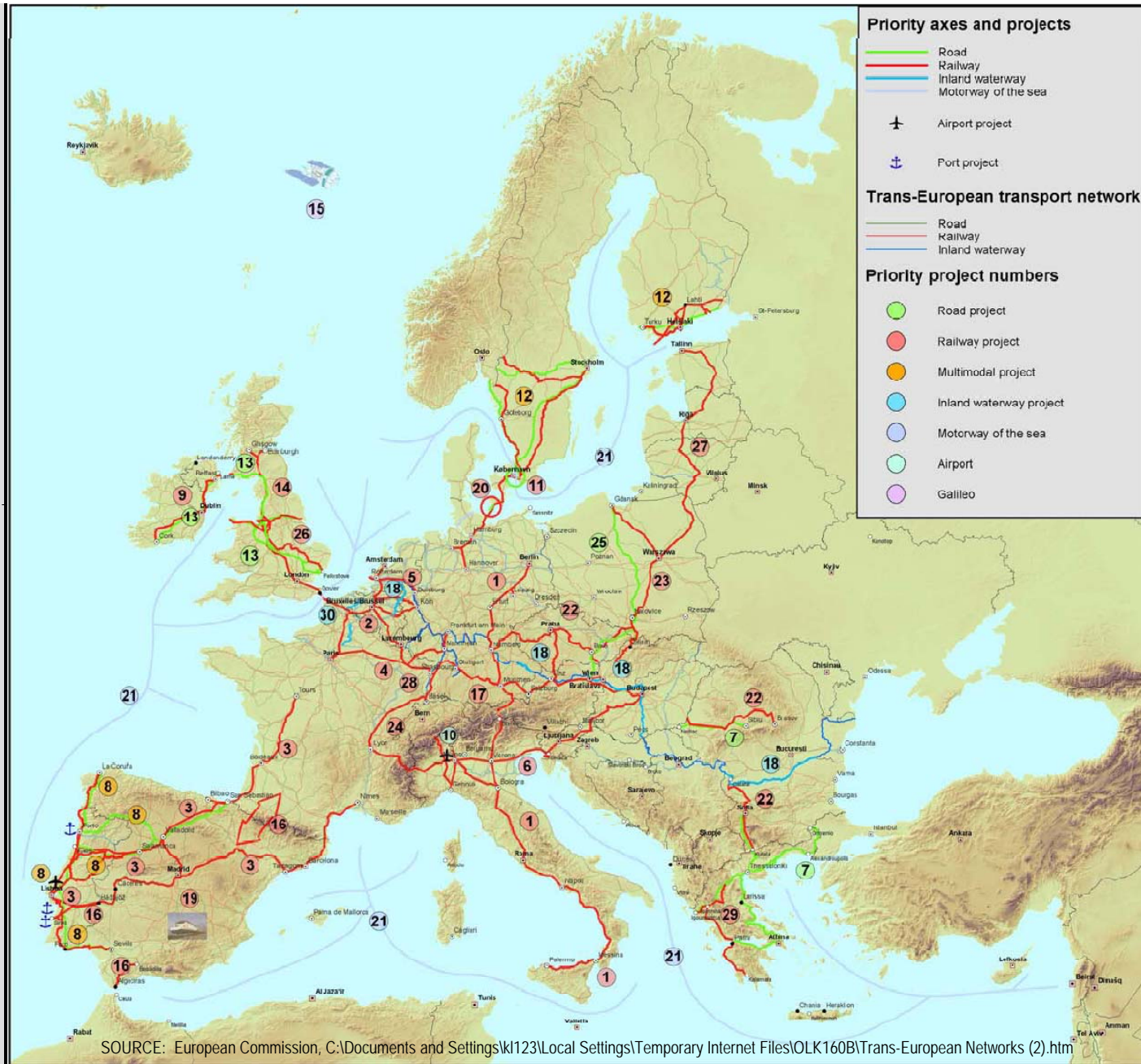
## A Case Study in Megaregion Mobility Planning

Compare a normative infrastructure planning process with a megaregion approach

**NORMATIVE APPROACH:** Inventory DOT, MPO, Transit Providers and Regional Development Councils plans for the six-state Piedmont Atlantic Megaregion (PAM)

**MEGAREGION APPROACH:** Construct PAM network to include freight, passenger transportation, and intermodal operability to address bottlenecks, landside access to airports and ports and high-speed rail, and to relate to economic development initiatives and projected growth centers





Project prioritization across borders

- Making Places Competitive
- The Role of technology
- Mega projects in Megaregions
- Infrastructure Standards and Evaluation
- Equity Partnerships and Infrastructure
- Lessons from abroad



**A Megaregion Framework:** the integration of regional planning, land use planning, population growth to guide infrastructure expenditures at a larger scale

- Need for long-term infrastructure investment
- The changing role of America on the global stage
- Sustainability and energy resources
- Creating infrastructure networks and financing them
- The suburban challenge
- ???