

system and support for the city's remarkable institutions of higher education and research give new impetus to the challenge of creating a workforce prepared for the jobs that an advanced economy requires. Congestion pricing, together with investment in transit and transportation systems, is seen as a transformational catalyst in achieving a pedestrian-oriented city that emphasizes its public realm.

Four aspects of twenty-first-century urbanization offer tremendous opportunity for urban design. Transportation, a forceful determinant of urban form, is first. As city populations grow, so does the demand for transit in forms as different as rickshaws and maglev trains. As has been the case for decades in the United States and many other countries, available public funds fall far short of meeting transportation needs; future mobility systems may well require private-sector investment to realize their public goals. The nation of Singapore can still design and fund the remarkable Terminal 3 at Changi International Airport as a government-funded economic investment in which all primary public spaces will be lit by natural light from 7:00 a.m. to 7:00 p.m. In the United States, such innovative public investment is increasingly rare, but new partnerships are emerging to fill certain of the gaps. Recent and current examples of public-private partnership include Terminal 4 at John F. Kennedy International Airport, Union Station in downtown Denver at the heart of the new locally funded, region-serving FasTracks commuter rail transit system, and the conversion of the Farley Post Office to an expanded Moynihan Station in Midtown Manhattan and the New York metropolitan region.

It is indeed tricky business to harness private moneys to serve public will, yet the real estate and investment industries are creating investment funds to do just this. Urban designers have an important role to play in defining and realizing the public interest and objectives in these public-private projects. As a side benefit, engagement in transit-system design can produce greater results for transit-oriented development, a growing trend as we search for sustainability in new communities and mixed-income developments.

Promoting density as the antidote to endless sprawl is a second terrain for more intensive work by urban designers. When we began our practices, *density* was an unmentionable word; now it is time for more effective advocacy on its behalf. This means looking for the projects, the opportunities, and the successes achieved by others that can help shift public opinion and the market toward new models and