



Source: Turner (1984)

Figure 3.5 The University of Illinois, Chicago campus in 1970.

Often, however, it has been left to the marketplace to dictate the results after the infrastructure has been built.

There are a number of issues involved in infrastructure design that have been of direct concern in urban design. One has been the separation of pedestrian and vehicular traffic in order to provide a more congenial and safer environment. The separation can take place in horizontal or in vertical space. The former approach has been standard, with separate sidewalks being provided for pedestrians, but there have been many examples of vertical segregation too. In many places throughout the world some vehicular streets have been closed off to traffic and turned into pedestrian malls. The goal has been to attract people to use the facilities that line them. Sometimes such malls have proven to be highly successful, and at other times not (see the case of Oak Park, Illinois, in Chapter 5). These schemes have been predominantly landscape architecture projects. They continue to be built.

The separation of pedestrians and vehicular traffic vertically has been carried out in many places, again with varying degrees of success. These systems take various forms. One form is with vehicular traffic kept at ground level and pedestrian plazas and walkways built above them (e.g. La Défense, Paris; see Chapter 8), and the University of Illinois, Circle Campus, Chicago; see Figure 3.5). Another such type provides pedestrian bridges linking interior quasi-public spaces of buildings in an extended skyway pedestrian system (e.g. Minneapolis, Minnesota; see Chapter 10). Another form has pedestrians moving below vehicles. Many cities have underground networks of passages enabling pedestrians to cross from block to block without interference. They continue to be built too. They can be bright and vibrant places but often they are gloomy.