

The title of this keynote address is "The Urgency of the Metropolitan Crisis." I think the facts are self-evident. This summer seventy-six American cities exploded in a wave of unprecedented violence. Over \$100 million of insured property was destroyed, and here I cite only the loss of property, not the more precious commodity — life! We can no longer deny that critical conditions exist, or delay measures to secure and restore our cities.

But if we are to provide the right answers, first we must pose the right questions. This is exactly why you are here — first to frame the problems, next to forge the strategies of solution.

While I shall not comment on Denver in the particular, I believe all metropolitan areas share, to an increasing extent, common problems — and I emphasize that metropolitan problems are plural and cannot be considered or treated as a singular entity.

In his recent article, "Urban Problems in Perspective," Harvard political scientist James Q. Wilson warns against the temptations of oversimplification or a monolithic approach to assessing the metropolitan crisis. Wilson writes: "Speaking of urban problems has real dangers for it lends to the substitution of effect for cause and thus the misdirection of remedial action." Although there is general agreement on the evidence of metropolitan crisis — blight, poverty, pollution and traffic congestion — Wilson correctly cites that "slums and bums and cars are not the causes of problems, they are the symptoms, and if we tear them down or clear them out or ban them from one place, they will inevitably reappear somewhere else."

Genuine renewal, and resolution rather than removal, depends upon the accurate identification of root causes. Essentially there are two broad categories of problems — structural and social. Structural problems include blight, traffic congestion, air and water pollution. We possess and may employ scientific knowledge and technical methods to correct these problems. Proper comprehensive planning governing land use, transportation arteries, community facilities, zoning and capital improvements can alleviate, eliminate or even prevent structural problems. Here, we have fairly dependable answers and the chief obstacles to implementation are economic and political; are we willing to invest the necessary dollars in solutions and on what priority basis?

Social problems are infinitely more complex. While this is the heart of the problem, these are subjective and psychic issues of poverty, prejudice, inadequate education, family disorganization and inherent