

## Conclusion

The moment in which this report appears is not a particularly upbeat or optimistic one for the economy. At such times, many people find it hard to look ahead. But, experience shows that the time to plan most energetically for the future is exactly times of a downturn or even a crisis. The Seattle area revival of the mid-1970s, for example, was devised in the painful recession of 1970-71.

Much of what we propose here will cost large sums of money, but exploring choices and organizing new ways to handle a major transportation future does not. This is the time to do it.

It would be a terrible mistake to adopt the corner-cutting, “build something, anything, now” mentality of the 50s and 60s. That left us mistaken designs like the unlidged I-5 Central Freeway trench and the Alaskan Way Viaduct that walls off the city from its waterfront. The one-dimensional planning of those days was actually less advanced than the planning of 100 years ago when civic leadership was more far-sighted and courageous.

Our plan, or a variation on it, does not have to be adopted all at once in order to shape the region’s transportation future and encourage its economic health. But success does require enlightened leadership now to undertake the kinds of preparatory reforms we have outlined and to lay out achievable, step-by-step plans for implementation of a larger vision than now prevails.

What we have presented is a unified and realizable vision for the region. It ends short-term thinking. It stops thinking of transportation modes (autos, transit, ferries, trains and planes) as unconnected. It stops thinking of transportation as a subject unto itself, but conceives of it as a transforming force in building a workable metropolitan area — for travel, business, living, and recreating. It starts thinking of transportation funding coming from many kinds of sources and generating many kinds of benefits. It’s the way to end the current paralysis. It’s how to make a positive future happen.