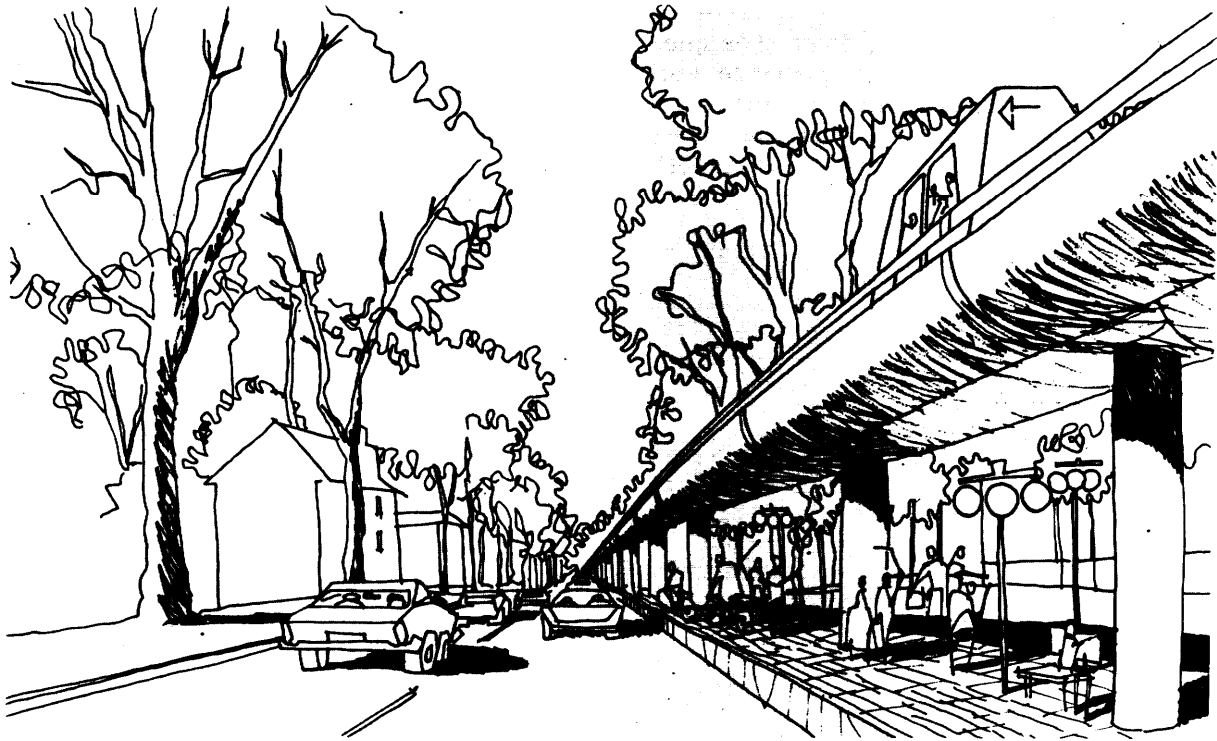


Summary and Highlights



Artist's sketch of the personal rapid transit system proposed for Denver in 1973

- It was not until 1971 that serious planning for a modern rapid transit system began in Denver.
- Transit planners in Denver capitalized upon environmental concerns, especially growing air pollution and suburban sprawl, to help generate enthusiasm and acceptance for their transit proposals.
- Land use, highway, and transit plans in the Denver area are well coordinated, and the agencies responsible for these plans are reasonably successful in working together through a formal contractual agreement. The highway and transit agencies have the authority and usually the money to implement their plans, while the land use planning agency has little or no implementation authority.
- The current Denver regional land use plan was developed in 1972 in conjunction with the transit plan and reflects the environmental concern of the citizens by directing growth away from environmentally unsuitable areas. The proposed transit plans for Denver have been presented as contributing to implementation of the land use plan.
- In 1973 voters in Denver adopted a financing plan for a rapid transportation program. Although no technology was specifically identified, public discussion before the election prominently featured personal rapid transit. In addition, UMTA's placement of a PRT demonstration project in Denver and the views of the Regional Transportation District's ex-

ecutive director and senior consultants contributed to the climate of opinion favoring PRT.

- In 1974 UMTA insisted upon an alternatives analysis before funding of the system would be considered. The alternative analysis was completed in April 1975 and recommended an Automated Regional Transit (ART) system, which uses less advanced technology than PRT.

This system was approved by all of the regional transportation and planning authorities in June 1975.

- The most recent alternatives analysis illustrates the difficulties in providing complete information about a full range of transit alternatives when local official and public support for a particular option is expressed from the beginning.