

Chronology of the Transit Planning Process

- 1957 The Denver Metropolitan Area Transportation Study (DMATS) commenced. The highway orientation of this study helped generate interest in transit and in controlling growth.
- 1969 Effective July 1, the Regional Transportation District (RTD) was created by the State legislature and given authority to develop a transit plan.
- 1970 In September the UMTA-funded Center City Transportation Project released its final report recommending a PRT system between the downtown and Mile High Stadium.
- 1971 In April the City and County of Denver took over ownership and operations of the financially ailing Denver Tramways Corporation.
- In April the Regional Transportation District (RTD), the Colorado Department of Highways (CDH), and the Denver Regional Council of Governments (DRCOG) entered into an agreement to create JRPP, giving it the power to approve and coordinate transportation and land use planning in the Denver region.
- RTD hired Development Research Associates and Wallace, McHarg, Roberts & Todd (DRA-WMRT) to develop complementary land use and transportation "concept" plans ("Phase I") that would provide the groundwork for designing a transit plan.
- Later in the year RTD contracted DRA-WMRT and Kaiser Engineers to develop a public transportation plan ("Phase II").
- 1972 In May the DRA-WMRT plan *Phase 1: A Concept* was released. The land use concept identified regional growth centers, and the transportation concept called for a range of service levels. The plan was adopted by RTD in February 1973, by CDH in August 1973, and by DRCOG in December 1973.
- In October UMTA announced it would locate the "Demo B" demonstration project in Denver. Funds were designated for the first mile of a 5-mile PRT system. The project was later moved to Broom field, a Denver suburb.
- In November Denver area voters rejected funding for the 1976 Winter Olympics and forced the Olympics to seek a site elsewhere.
- 1973 In June the Phase 11 report, *A Public Transportation Plan*, was issued. It called for a 98-mile personal rapid transit type of system for Denver supplemented by an early action bus program.
- In September Denver area voters approved a one-half cent sales tax levy to support RTD and to pay for construction and operation of transit systems.
- 1974 In February RTD began negotiations with consultants to perform preliminary engineering work on the approved PRT system and prepare an UMTA capital grant application. In the midst of the consultant selection process, UMTA requested an analysis of alternative transit systems. Subsequently RTD selected a consulting group, led by TRW, Inc., to conduct the alternatives analysis.
- In July RTD acquired the Denver transit system from the City and County of Denver.
- 1975 In April RTD released its *Transit Concept Comparison* report recommending an 80-mile automated rapid transit system supplemented by express bus.
- In May public hearings were held on the ART proposal.
- In June JRPP approved the ART plan.
- In July UMTA began its evaluation of the alternatives analysis study.