Denver and the West

Denver is being transformed by FasTracks, 10 years after key vote

By Monte Whaley
The Denver Post

Crews work on the new RTD light-rail bridge that will take train service to Denver International Airport (DIA). (Photo: The Denver Post)

Ten years after work began on the massive FasTracks metro-wide mass-transit initiative, officials and the people of Denver have a new rail link.

But along the way, FasTracks has picked up its share of critics. There have been delays, cost overruns and, perhaps most importantly, a shift in the political climate.

The vast network was conceived in 2002, at least temporarily, when costs overran revenue. That prompted howls of protests along the U.S. 36 corridor as a busy train was replaced with a bus system.

“Some of the residents up here are still mad about that and will bite your hand off as you drive past,” Boulder Mayor Matt Appelbaum said. “I’m happy to celebrate FasTracks. I think it will add enormously to the metro area, but it can’t that came from our corridor.”

1997 Guide the Ride Campaign

- Lost 44 to 56%
- 4/10 cent sales tax increase for RTD, decreasing to 2/10 after system built
- Regional network of 100 miles of rapid transit
- Circulator buses, suburban bus service
- $2.1 Billion capital, $3.8 Billion total through 2015

Guide the Ride derailed

Metro voters say no to transit proposal

November 8, 1997
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Caption: PHOTO: Metro voters rejected a sales-tax increase for rail and transit Tuesday, voting that 125 years and a lot more traffic still haven't generated enough support for a plan first rejected by voters in 1990. Referendum 4A was designed to build four rail lines and three loops of yet-to-be-determined transit by increasing the Denver-based Regional Transportation District sales tax from 0.4 percent to 0.5 percent.

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The Next Real Estate Boom

What future own a new economic engine for the United States that would not be based on the sale of real estate? A new economy that would be based on the sale of real estate? A new economy that would be based on sustainability and social responsibility.

City Report

The Young and Restless and the Nation's Cities

Denver Job Market Lures Millennials

The newcomers are fueling the city's boom, but locals fret over rising rents and lot.

The Wall Street Journal

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What Millennials Want

At work, transit and location are key

- Proximity to transit is far and away the top workplace feature.
- Location to restaurants, nightlife also key.
- 37% work in an open/collaborative space – but very few consider it important.

% saying each is “very important” to their satisfaction at work

- Near transit: 78%
- Near doing/nightlife: 32%
- In-office amenities: 32%
- Bike amenities: 26%
- Eco-friendly/sustainable: 20%
- Open work environment: 19%
METRO-AREA COLLABORATION GAINS MOMENTUM

BY SUSAN THORNTON

Other metro-area leaders have also demonstrated willingness to work together for the common good. In the fall election, for example, all thirty-one mayors in the region came together under the umbrella of the Metro Mayors Caucus to support FasTracks, the proposal to build the region's major light rail system.
The Real Source of America's Urban Revival

Millennials, housing costs, and shorter commutes are the usual explanations. But a careful new study points to another reason young college grads returned downtown in the 2000s.

ERIC JAFFE | @e_jaffe | Feb 23, 2016 | 77 Comments