Headed Towards a Future of More Congestion, Higher Taxes & Fewer Opportunities

Without a clear plan, we’re growing by outward expansion on the gap between neighborhoods. More cars driving means more pollution, more road congestion, and struggling neighborhoods. We fill in spaces to accommodate more traffic and make longer trips for the bus. We drive less because the short trip to the grocery store takes longer.

By 2050 We’ll Have:

- **500k more people in the region**
- **$1.3B in proposed sewage costs**

Land Use + Transit = Vibrant, Walkable, Livable Region

The Status Quo

- Large surface lots make the area unfriendly to pedestrians
- Spread out development makes public transit and infrastructure inefficient
- Car centric development means everyone drives

Filling Gaps to Create Vibrant Neighborhoods

- Invest in the communities we already have: fill empty spaces with infill development and renovate existing buildings
- Building in lets people live closer to work and spend less time in traffic
- Clustering residential, office, entertainment, and shopping in mixed use areas makes waiting more attractive

Transit Closes the Gap Between Neighborhoods & Creates a Walkable Region

- A good public transit system is convenient, fast, and easy: You can show up knowing you’ll get where you need to be
- Good transit has an especially powerful impact on low income families, providing access to education, jobs, and opportunity

Nodes and Corridors

- **Nodes**
  - An integrated approach to land use and transit that increase development based on existing patterns in our region

- **Corridors**
  - Key Corridors Include:
    - 24th Street & 72nd Street
    - Dodge-Farnam-Broadway; Center, Maple, and Ames Street

- Our Goals:
  - Create opportunities for public and private partnerships for still development
  - Create walkable public spaces that encourage community involvement
  - Develop transit oriented development

The Root Cause

- **Growing Out**
  - Development on large, "greenfield" sites that are located far from existing infrastructure requires building new homes, utilities, roads, fire departments, schools, and highways.

- **Transit Funding Gap**
  - Omaha spends $24 per capita on transit, among the lowest in the nation. The average is $72 per capita.

- **Long Waits, Long Rides, and Complicated Routes**
  - This means.opensource bias on transit. Those that can’t drive face 60 to 90 minute wait times on many metro routes.

What You Can Do

- More decisions affecting the fate of our community than happen with people. The most important thing you can do is get involved, and we can help. Sign up for our email list and we’ll let you know what and where those decisions happen so you can make your voice heard.
- Attend public hearings, talk to your city council representative, join your neighborhood organizations.
- The metro already has many burgeoning walkable neighborhoods: Main Street, Glenwood Town Square, The Old Market, Dundee, Olde Towne, Midtown Crossing, and more. Check them out to get a glimpse of our potential future.
- We’re here to help. Our team regularly helps local community groups and civic leaders. Drop us a line if you’d like to know more.

Heartland2050.org

**Contact Us:** www.heartland2050.org