

IMPROVING PUBLIC HEALTH



- * AHSC’s investments in active transportation and transit accessibility expand healthy mobility options for both residents of AHSC-funded developments and the broader community.
- * These investments, in combination with investments in affordable housing near transit, substantially improve air quality in disadvantaged and low-income communities.

About AHSC’s public health impact

AHSC’s stated public policy objectives include reducing air pollution, improving public health, and increasing mobility options and active transportation. AHSC achieves these goals by funding holistic developments, primarily in disadvantaged and low-income communities, that provide a range of non-driving mobility options through bicycle and pedestrian improvements—in addition to public transit investments—which are critical to improving air quality and giving residents a chance to live healthier lives.

How AHSC achieves this policy goal

- **Bikeway and Walkway Improvements:** AHSC funds pedestrian and bike improvements that increase safety and accessibility for the community, reduce dependence on cars by increasing active transportation options, and connect affordable housing to public transit.
For example, AHSC has funded 86 miles of new or improved bike lanes and 671 new or improved crosswalks. These investments provide public health benefits not only to AHSC residents, but also to the surrounding community.
The most recent round of awards (Round 3) will result in approximately 15,120 new active transportation trips per year through new bike shares.
- **Air Quality Improvements:** By reducing passenger vehicle use, AHSC not

only reduces greenhouse gases, but also improves air quality and health in disadvantaged and low-income communities. Developments funded in Round 3 will remove an estimated 195,000 pounds of air pollutant emissions over the course of their operating lives.¹

- **Parking Reductions:** AHSC funds also increase active transportation and transit ridership by incentivizing reduced parking per unit for housing developments. Reduced parking changes commuter behavior by making driving less appealing and incentivizing other options including biking, walking, or public transit. In Round 3, 17 out of the 19 awarded developments cut on-site parking, by an average of 41 percent.

¹AHSC measures the toxic air pollutant emissions reduced by each awarded development’s associated benefits, including transit, transportation infrastructure, affordable housing, and urban greening. Toxic air pollutant emission reductions (in pounds) measured by AHSC include nitrogen oxide (NOx), reactive organic gases (ROG), diesel particulate matter (diesel PM), and fine particulate matter less than 2.5 micrometers (PM2.5).