



# Built Environment Active Living Policy Scan

Planning, Policy, Infrastructure

## Active Living Policy Scan Maps:

[http://www.coephtmaps.dphe.state.co.us/cdphe/maps/activeliving\\_initiatives/](http://www.coephtmaps.dphe.state.co.us/cdphe/maps/activeliving_initiatives/)

### Why this matters

The **built environment** is the layout and design of a community’s buildings, streets, sidewalks and infrastructure.

Studies show that the built environment, shaped through land use and transportation planning, policies, and practices, can increase **physical activity**.<sup>1</sup>

In many **Colorado communities**, the built environment **does not support safe active living**, especially for young people, seniors, people with disabilities and low-income residents.

### Objective

To generate a statewide map of active living policies.

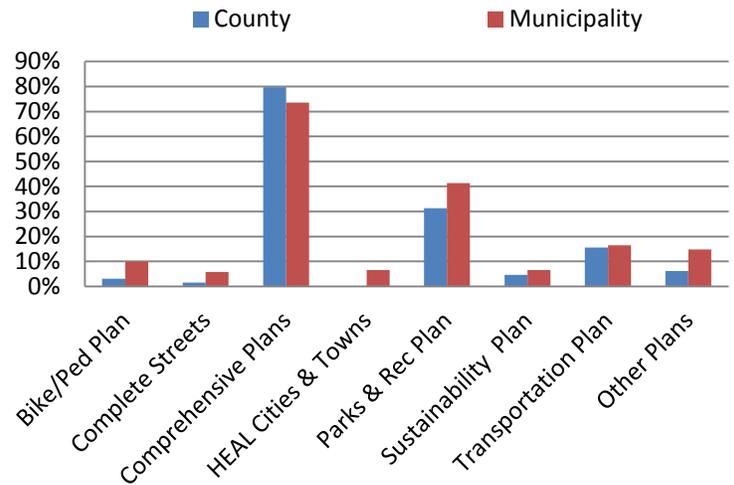
### Goal

To reduce chronic disease through active living policy and infrastructure, inform the “Chronic Disease State Framework Plan”, and ultimately reduce the cancer, chronic disease and obesity burden in Colorado.

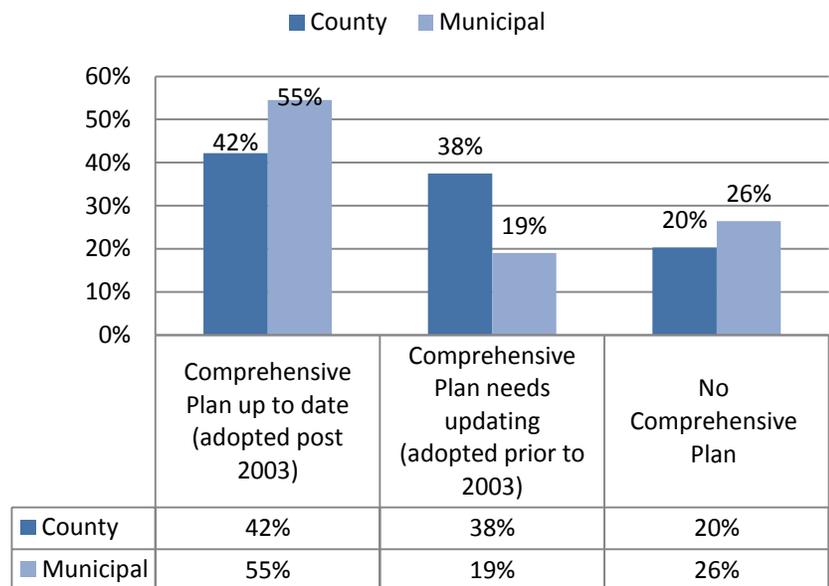
### Approach

- Included 64 counties and 121 municipalities
- Scanned for adoption of master plans and inclusion of active living language
- Identified coalition and capacity initiatives promoting active living
- Identified infrastructure initiatives promoting active living
- Identified small planning grant initiatives promoting active living

### Types of Active Living Policy Documents



### Opportunity for Active Living Policy



1. Heath, G.W., et al. 2006. The effectiveness of urban design and land use and transport policies and practices to increase physical activity. A systematic review. Journal of Physical Activity and Health 3 (Suppl. 1): S55-S76.



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### Why this matters

- Obesity risk increases 6% with every mile spent in the car, and decreases 5% with every .62 miles walked. <sup>1</sup>
- People living near trails are 50% more likely to meet physical activity guidelines. <sup>2</sup>
- People living in walkable neighborhoods are twice as likely to get enough physical activity as those who do not. <sup>3</sup>
- Teens in low-income or racial/ethnic minority neighborhoods are 50% less likely to have a recreational facility near home. <sup>4</sup>

**Active living language:** The comprehensive and transportation plans were reviewed for active living language



Pedestrian Connectivity (C)  
Pedestrian Comfort (C/A)



Public Transportation (PT)



Walking and Biking (W/B)  
Traffic Calming (TC)

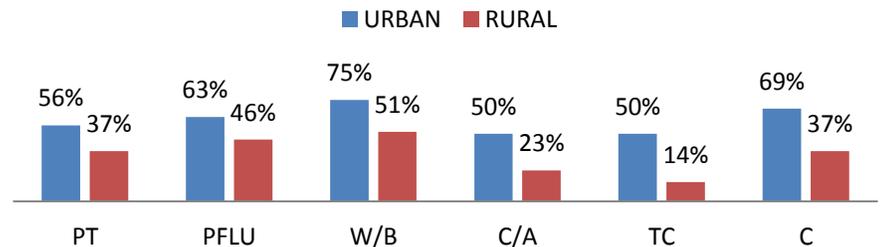


Pedestrian Friendly Land Use (PFLU)

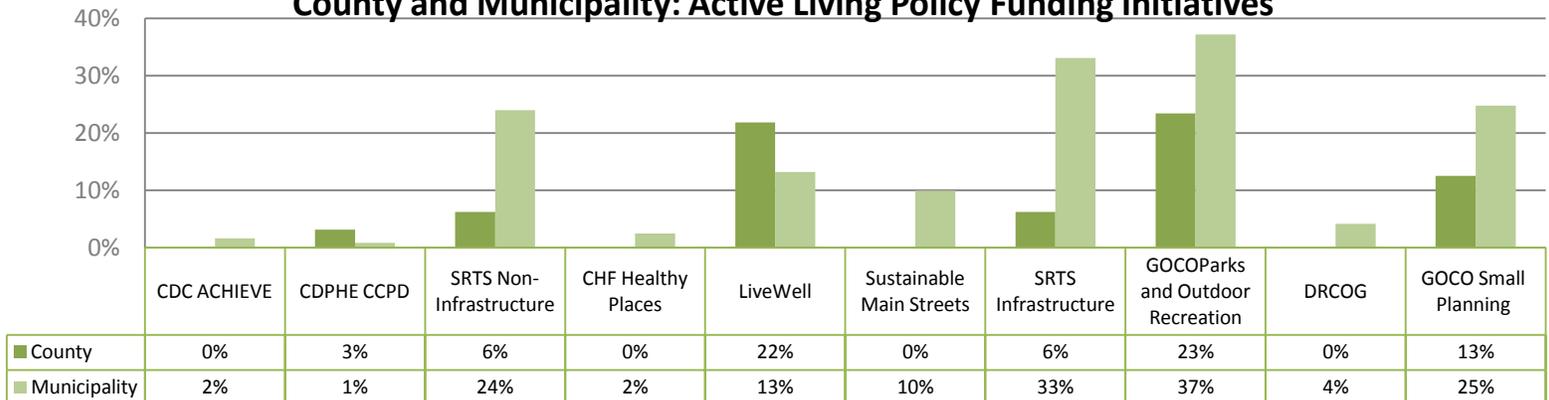
### Active Living Language in County Comprehensive Plans

#### County Results:

- 80% (51) have a comprehensive plan
- 59% (38) have active living language in the comprehensive or specialized plan
- 38% (24) of plans need updating (adopted 10+ years ago)



### County and Municipality: Active Living Policy Funding Initiatives



1. Trust for America's Health and The Robert Wood Johnson Foundation. 2013. F is in Fat: How Obesity Threatens America's Future. Retrieved from <http://healthyamericans.org/health-issues/wp-content/uploads/2013/08/TFAH2013FasInFatReport29.pdf>

2. Institute of Medicine (IOM). 2012. Accelerating Progress in Obesity Prevention: Solving the Weight of the Nation. Washington, DC: The National Academies Press.

3. Active Living Research. 2013. Better Transportation Options = Healthier Lives. Retrieved from <http://activelivingresearch.org/blog/2013/05/better-transportation-options-healthier-lives>

4. Active Living Research. 2012. The Role of Communities in Promoting Physical Activity. Retrieved from [http://activelivingresearch.org/files/ALR\\_Infographic\\_Communities\\_June2012.jpg](http://activelivingresearch.org/files/ALR_Infographic_Communities_June2012.jpg)