National Obesity Prevention Policy and Programs in the Americas: What can we learn to inform policy in the United States?

Open streets programs: Lessons learned from the Ciclovía of Bogotá

Olga L. Sarmiento
OUTLINE

- The Ciclovia program
- Policies: Bogotá’s Ciclovia
- Epidemiologic studies
- Conclusions & Lessons learned
Open Streets in the Americas

Figure 1. Programs in the Americas *

Figure 2. A healthy epidemic: Open Streets expansion in the Americas over the past 50 years *

[Graph showing expansion of Open Streets programs over time]
72 Events
Sunday & holidays
7 Hours 7am-2pm

600,000-1.4 million Participants per event

121 km North-south Circuit

92% Low-middles SES
**HISTORY OF THE CICLOVIA - BOGOTA**

**DEVELOPMENT 1974 -1984**

**Event:**
- 1976: Mayoral Decree that defined Ciclovia and established four routes.
- 1982: Inauguration of the weekly Ciclovia & creation of the Ciclovia committee.

**Actors:**
- Community: Pro- Recreation Foundation & Ciclopeda bike shop
- Government:
  - City: Department of Transit and Transportation, Urban Development Institute, City Hall, Police Department, Education Secretariat
  - National: COLDEPORTES, National Cycling Federation

**DEPRIORIZATION 1985 -1994**

**Event**
- City administration priorities changed.
- Loss of 33 km and less connectivity of the circuit.
- Inequity of the circuit: 80% located in upper middle class neighborhoods.
- The Ciclovia committee disappears.

**Actors**
- Community: Citizens (street closure and participation).
- Government: Local Department of Transit and Transportation.

**MODERNIZATION 1995 -2007**

**Event**
- 1995: Change of city administration – more government accountability.
- 1995: Administration of the program is assigned to the District Institute of Recreation and Sports.
- Growth from 21km to 121km
- Coverage: 70% of the localities providing equity with a connected circuit
- Inclusion of additional parallel activities – Recreovia
- 1997: Private sponsorship 25%
- 2000: Beginning of mass transport system -TransMilenio (lost of main avenue)
- 2005: International Seminar: Ciclovias Unidas de las Americas (CUA network)
- 2006: Re-inauguration
- 2007: Project to change schedule by a Congress man

**Actors**
- Community: Users of the program, and activists (politicians & community)
- Government:
  - City: District Institute of Recreation and Sports, Department of Transit and Transportation, Urban Development Institute, City Hall, Police Department, Education Secretariat, City Health Department, City Council.
  - National: Congress

**CONTINUITY 2008 >>**

**Event:** National plan of public health
- Law of obesity to prevent NCD

**Actors:** Congress and ministry of health
DEVELOPMENT 1974 - 1984

Event:
1976: Mayoral Decree that defined Ciclovía and established four routes.
1982: Change of city administration— a policy of public space recovery for citizens.
1982: Inauguration of the weekly Ciclovía & creation of the Ciclovía committee.

Actors:
- Community: Pro- Recreation Foundation & Ciclopedia bike shop
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  - National: Congress
Event:
More complementary activities
2007 National plan of public health Decree 3039
2009 Law of obesity to prevent NCD 1355
2012 The network of Ciclovias of Colombia was created (60 programs in 32 departments)

Actors
• Community: citizens, activists, politicians
  o City: District Institute of Recreation and Sports, Department of Transit and Transportation, Urban Development Institute, City Hall, Police Department, Education Secretariat, City Health Department, City Council.
  o National: Congress
    o Ministry of Health
    o Coldeportes

HISTORY OF THE CICLOVIA - BOGOTA
### Ciclovia

<table>
<thead>
<tr>
<th>Stakeholders</th>
<th>Facilitators</th>
<th>Barriers</th>
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<tbody>
<tr>
<td>Activists-bike enthusiasts, City residents, City government—mayors, Transport, Police, Ministry Education, IDRD &amp; Coldeportes, Urban planning, Ministry of Health, Congress-City Council, Private vehicle owners, Businesses</td>
<td>Favorable context, Political will, Alignment with government plans, Community participation, Multi-sectoral work, Lead entity</td>
<td>Transport priorities, Businesses, Changed government priorities</td>
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MULTI SECTORIAL NETWORK OF THE CICLOVIA
PROGRAMA OF HÁBITOS Y ESTILOS DE VIDA SALUDABLE COLDEPORTES NACIONAL

Red Colombiana de Vías Activas y Saludables
Epidemiologic Studies
CICLOVIA PARTICIPANTS

- Adults: 9,8
- Children 9-10 yrs: 31,8
- Hispanic/Atlanta: 9,0
- Hispanic/Angeles: 40,0
PREVALENCE OF MEETING PA GUIDELINES AMONG USERS

- Adults-leisure Bogotá: 59.5%
- Adults-San Francisco 180 minutes: 49.0%
- Adults St Louis 75 min/wk: 50.0%
ADJUSTED MEAN (EVENSON) MVPA MINUTES ON SUNDAY

Ciclovia users: 66.5
Non.ciclovia users: 60.5
ADJUSTED MEAN (EVENSON) SEDENTARY MINUTES ON SUNDAY

<table>
<thead>
<tr>
<th>Ciclovia users</th>
<th>Non.ciclovia users</th>
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<tr>
<td>431.8</td>
<td>452.8</td>
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</table>
ASSOCIATIONS BETWEEN PA BEHAVIORS AND CICLOVIA PARTICIPATION

Adults: 1.7
Women: 7.4
Biking_transport: 2.3
Access_older adults: 1.3
Cost per user per year (USD), circuit length (km) and cost-benefit ratio for four Ciclovía programs.
How would you describe the Ciclovía?

- "Like a small party, it is an environment for having fun, and exercise. People come from all socio economic status. Even older adults."
- "... it is like soccer, like the stadium, everyone participates with no discrimination at all. The Ciclovía is a recreational or cultural, environmental or a health event."

How would you describe the city without the Ciclovía?

- "Sad."
- “boring”
- “More pollution, more cars, ...
- “the monotony of every day.”
- “I will stay at home watching TV”
CICLOVIAS RECREATIVAS
DE LAS AMERICAS
A Public Health Program

The Ciclovías Recreativas de las Américas (CRA) project is a public health initiative aimed at promoting active and healthy lifestyles through the creation of safe spaces for walking and cycling within urban environments. The project addresses the need for urban planning that prioritizes non-motorized transportation modes, thereby improving health outcomes and quality of life in cities. CRA is designed to be implemented in Latin American cities and is supported by local and international organizations.

CICLOVÍAS RECREATIVAS
IMPLEMENTATION AND ADVOCACY MANUAL

Manual para implementar, promocionar y evaluar programas de Vías Activas y Saludables en Colombia

CICLOVÍAS RECREATIVAS
Una epidemia saludable

Las Ciclovías Recreativas: una epidemia saludable y prometedora para controlar la pandemia de inactividad física. Conozca sus beneficios y obtenga ideas para empezar a planear un programa en su ciudad.

http://epiandes.unianes.edu.co/
CONCLUSIONS & LESSONS LEARNED

- Policies at the local and national level that incorporate multisectoral collaborations are essential for the development and sustainability of massive programs that promote physical activity.

- Building on other sectors’ initiatives (i.e., sports and recreation, culture, education, urban planning) can be a successful strategy for promoting physical activity where resources are limited.

- Community participation & political will: both are necessary but neither is sufficient on its own.

- There is a need for evaluating physical activity community programs and catching-up with practice-based evidence, which can be enhanced by the joint work of international networks and multidisciplinary groups.
Open Streets’ are promising programs for building healthier, more livable and equitable cities.