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Neighborhood Walkability Intelligence for Targeted Cardiometabolic Prevention

Ester Cerin

Professor, The University of Hong Kong, China

Abstract

Cardiometabolic prevention is commonly organized around individual clinical risk factors, yet the environments in which people live can repeatedly shape opportunities for routine physical activity, active transportation, access to daily destinations, and sedentary travel. Neighborhood walkability therefore represents a potentially important upstream component of population-level prevention. The present study introduces Neighborhood Walkability Intelligence as a decision-support approach that moves beyond descriptive walkability scoring by integrating geographic information system–derived built-environment characteristics with neighborhood cardiometabolic vulnerability for targeted preventive action.

The proposed Neighborhood Walkability Intelligence Framework combines street connectivity, residential density, destination accessibility, public-transport proximity, and pedestrian-supportive infrastructure with contextual information on socioeconomic deprivation and population vulnerability. Because no real neighborhood GIS-health dataset was supplied, the study adopts a transparent simulation-based methodology rather than presenting synthetic observations as completed empirical evidence.

A reproducible dataset of 420 hypothetical neighborhoods was generated using a 0–100 Walkability Intelligence Score together with neighborhood deprivation, older-adult population share, and a five-point simulated Cardiometabolic Risk Burden measure. Mean risk burden was 4.42 in low-walkability neighborhoods, 4.02 in moderately walkable neighborhoods, and 3.55 in highly walkable neighborhoods. Multiple regression produced a negative coefficient for Walkability Intelligence ($B = -0.019$) and positive coefficients for Neighborhood Deprivation ($B = 0.227$) and Older-Adult Share ($B = 0.020$), with the simulated model explaining 56.5% of outcome variation. These estimates are illustrative and are not population parameters.

The framework argues that walkability data become most useful for prevention when they are connected with health burden and social vulnerability rather than used only to rank urban form. Low-walkability neighborhoods with elevated cardiometabolic vulnerability can consequently be prioritized for coordinated environmental, behavioral, and primary-care interventions. The approach provides a methodological basis for integrating urban planning, GIS, epidemiology, and precision public-health principles while retaining explicit safeguards against ecological overinterpretation.

Keywords: neighborhood walkability, cardiometabolic prevention, GIS, built environment, physical activity, diabetes prevention, obesity, urban health, precision public health

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1. Introduction

Cardiometabolic disease prevention has traditionally concentrated on modifiable individual-level risk factors such as physical inactivity, excess body weight, hypertension, dyslipidemia, impaired glucose regulation, diet, and smoking. These factors remain fundamental, but their distribution is not independent of place. Daily environments influence whether walking is practical, destinations can be reached without motorized travel, streets offer connected routes, transit can be accessed conveniently, and routine movement can be incorporated into ordinary activities rather than reserved for structured exercise. Early built-environment studies by Ewing and colleagues and Frank and colleagues demonstrated associations among urban form, walking-related behavior, obesity, and physical activity, helping establish neighborhood design as a legitimate public-health exposure rather than merely a planning characteristic.

Walkability is generally operationalized through combinations of measurable urban-form characteristics. Frank and colleagues' objectively measured SMARTRAQ study combined land-use mix, residential density, and intersection density into a walkability index and found that these characteristics were related to objectively measured moderate physical activity. Subsequent international evidence strengthened the behavioral relevance of built environments. In the 14-city IPEN study, Sallis and colleagues analyzed 6,822 adults and found positive associations between objectively measured physical activity and several environmental characteristics, including residential density, intersection density, public-transport density, and park availability. These studies suggest that walkability is better understood as a multidimensional opportunity structure than as a simple judgment about whether a neighborhood appears pleasant for walking.

The cardiometabolic implications extend beyond physical activity alone. Creatore and colleagues' large Ontario analysis found that neighborhoods with greater walkability had more favorable trends in overweight, obesity, and diabetes incidence than less walkable areas, although the authors appropriately cautioned against causal interpretation because of the ecological design. Müller-Riemenschneider and colleagues observed protective associations between neighborhood walkability and obesity and some evidence for lower type 2 diabetes prevalence among Australian adults. Paquet and colleagues subsequently reported prospective associations between greater walkability and lower development of prediabetes/diabetes in a biomedical cohort. Longitudinal work by Chandrabose and colleagues further associated higher neighborhood walkability with smaller adverse changes in selected cardiometabolic markers over 12 years, with baseline physical activity explaining part of the relationship for several obesity-related outcomes.

The literature is nevertheless neither uniform nor sufficiently specific to support simplistic claims that walkable neighborhoods automatically produce cardiometabolic health. Braun and colleagues found limited and inconsistent cross-sectional and longitudinal associations between walkability and multiple cardiometabolic markers in the Multi-Ethnic Study of Atherosclerosis. Loo and colleagues likewise showed that observed associations can be influenced by physical activity and differ across metabolic outcomes. Reviews by den Braver and colleagues and Chandrabose and colleagues indicate an overall evidence base linking built-environment characteristics with diabetes and cardiometabolic outcomes while also identifying heterogeneity across exposure definitions, populations, study designs, and outcomes. Walkability should therefore be treated as one component of a broader causal system involving socioeconomic conditions, behavior, environmental quality, access to services, and individual susceptibility.

The present study addresses this complexity by introducing the Neighborhood Walkability Intelligence Framework (NWIF). The term "intelligence" is used deliberately to distinguish a prevention-oriented analytical process from a conventional walkability score. A walkability score describes environmental conditions; Walkability Intelligence combines those conditions with health vulnerability so that decision makers can identify where environmental disadvantage and cardiometabolic risk overlap and what type of prevention response is most defensible.

2. Objectives of the Study

2.1 To Develop a Neighborhood Walkability Intelligence Framework

The first objective is to conceptualize neighborhood walkability as a prevention-intelligence resource rather than a descriptive urban-design metric. The proposed framework combines objective indicators of street connectivity, residential density, destination accessibility, public-transport proximity, and pedestrian-supportive infrastructure into a standardized 0–100 Neighborhood Walkability Intelligence Score.

The framework is intended to support interpretation rather than to create a universal replacement for validated local walkability indices. Component definitions and weights would need recalibration according to urban morphology, data availability, travel behavior, climatic conditions, and population characteristics before practical deployment.

2.2 To Examine the Relationship Between Walkability and Cardiometabolic Risk Burden

The second objective is to test, within a transparent simulated environment, whether higher Neighborhood Walkability Intelligence is associated with lower cardiometabolic risk burden after accounting for neighborhood deprivation and older-adult population share.

The model is grounded in the hypothesis that neighborhoods providing practical opportunities for routine walking and active transportation may support cardiometabolic prevention while recognizing that socioeconomic disadvantage and population vulnerability can independently influence health burden.

2.3 To Translate Walkability Analytics Into Targeted Prevention

The third objective is to demonstrate how a spatial walkability-health framework can support differential prevention strategies. Neighborhoods characterized simultaneously by low walkability, high cardiometabolic burden, and socioeconomic vulnerability would represent stronger candidates for combined built-environment and health-service interventions than neighborhoods where only one dimension indicates disadvantage.

The objective is therefore not simply to identify the "least walkable" areas. It is to identify places where modifying environmental opportunity could plausibly complement clinical and behavioral prevention.

3. Review of Literature

3.1 Built Environment, Walkability, and Routine Physical Activity

The conceptual foundation of walkability research lies in the recognition that physical activity is influenced by environments as well as individual motivation. Ewing and colleagues' early ecological work connected urban sprawl with physical activity, obesity, and health-related outcomes, demonstrating that metropolitan form could be epidemiologically relevant. Frank and colleagues subsequently examined community design, physical activity, and time spent in automobiles, contributing evidence that compact, connected environments may influence both travel behavior and obesity-related outcomes. Their later SMARTRAQ work strengthened measurement by linking objectively measured physical activity with GIS-derived urban-form variables rather than depending entirely on perceived environmental characteristics.

Three components repeatedly appear in walkability measurement: residential density, street connectivity, and access to destinations. Density can shorten distances among residents, services, and transportation. Street connectivity provides alternative routes and can reduce pedestrian travel distance. Destination access creates practical reasons for walking. Depending on the index, land-use diversity, public-transport access, retail-floor-area ratios, pedestrian infrastructure, or parks may also be incorporated. Frank and colleagues' work showed that a composite walkability index can capture information not represented by individual built-environment characteristics alone.

Sallis and colleagues provided important international evidence by examining objectively measured physical activity and built-environment characteristics across 14 cities in ten countries. Residential density, intersection density, public-transport density, and park availability were positively associated with physical activity, and the estimated difference between the most and least activity-supportive neighborhoods represented a substantial proportion of recommended weekly activity. The cross-national design is important because it demonstrates that environmental correlates of activity are not restricted to a single North American urban form.

Walkability nevertheless does not operate independently of social context. Rundle and colleagues' New York City study demonstrated that the food environment and walkability jointly contribute to neighborhood-level explanations of obesity. Research examining socioeconomic disadvantage has similarly warned that favorable built form does not remove other neighborhood-level constraints. This is directly relevant to targeted cardiometabolic prevention because a high street-connectivity score may coexist with poverty, unsafe pedestrian conditions, poor food access, environmental pollution, or insufficient preventive health services.

3.2 Walkability and Cardiometabolic Outcomes

Evidence linking walkability with cardiometabolic outcomes has developed across obesity, diabetes, metabolic risk factors, blood pressure, and related outcomes. Müller-Riemenschneider and colleagues analyzed 5,970 Australian adults and reported lower odds of obesity in more walkable neighborhoods and evidence suggesting lower type 2 diabetes prevalence at one neighborhood-buffer scale, whereas associations with hypertension and hypercholesterolemia were limited. The variation across outcomes emphasizes that walkability should not be expected to influence all cardiometabolic markers through an identical mechanism.

Paquet and colleagues used longitudinal biomedical data to examine development of prediabetes/diabetes, hypertension, dyslipidemia, and abdominal obesity. Greater walkability and larger public open spaces were associated with lower incidence of prediabetes/diabetes, whereas the pattern was not reproduced consistently for hypertension or dyslipidemia. These findings reinforce the importance of multidimensional prevention intelligence because walkability may interact with food environments, open space, socioeconomic conditions, and other place characteristics.

Creatore and colleagues provided one of the most influential population-level analyses. Using health-care and survey data from Southern Ontario, they reported lower prevalence of overweight and obesity and lower diabetes incidence in more walkable neighborhoods, together with higher walking, cycling, and public-transit use. The authors explicitly noted that the ecological nature of the study limited causal inference. This caution remains central to any prevention-intelligence framework: geographic correlation can identify priority areas but does not by itself prove that redesigning streets will generate the observed difference in disease burden.

Evidence from individual-level datasets is more heterogeneous. Braun and colleagues examined adults in the Multi-Ethnic Study of Atherosclerosis and found mostly small or statistically nonsignificant relationships across several cardiometabolic biomarkers. Loo and colleagues observed associations between neighborhood walkability and metabolic risk factors in Toronto and reported that physical activity influenced some of these relationships. Such findings are scientifically useful because they prevent walkability from being oversold as a universal causal solution.

Longitudinal evidence provides stronger support for a selective rather than universal cardiometabolic relationship. Chandrabose and colleagues examined 12-year changes among Australian adults and reported that higher walkability was associated with smaller increases in weight and systolic blood pressure and more favorable HDL change, with baseline physical activity contributing to some pathways. Their systematic review and meta-analysis of longitudinal built-environment research found stronger evidence for walkability relationships with obesity, type 2 diabetes, and hypertension than for several other outcomes.

3.3 From Walkability Measurement to Targeted Prevention Intelligence

The principal limitation of conventional walkability analysis is not measurement itself but decision translation. A city can map intersection density, destination availability, or a composite walkability index without knowing which neighborhoods should receive cardiometabolic-prevention investment first. The most physically disconnected neighborhood is not necessarily the neighborhood with the highest preventable disease burden, and the neighborhood with the greatest cardiometabolic burden may require interventions unrelated to walkability.

Den Braver and colleagues' systematic review demonstrates why contextual interpretation is necessary. Built-environment characteristics associated with diabetes include more than walkability alone, and study results vary according to environmental definition and population. Similarly, the longitudinal synthesis by Chandrabose and colleagues indicates that some built-environment characteristics have stronger evidence than others and that heterogeneity remains substantial. Walkability intelligence should therefore combine environmental information with indicators that reflect actual prevention need.

The proposed framework uses risk–environment concordance as its central principle. A neighborhood becomes a strong target for place-based cardiometabolic prevention when several conditions coincide: walkability is low, cardiometabolic vulnerability is high, social disadvantage limits compensatory resources, and feasible environmental changes could increase active-mobility opportunity. By contrast, high cardiometabolic burden within a highly walkable neighborhood may direct attention toward food environments, clinical access, social conditions, or other determinants rather than assuming that additional walkability investment is the dominant solution.

The approach is compatible with precision public-health reasoning while remaining explicitly ecological. Precision in this context does not mean predicting an individual resident's disease from their address. It means improving the geographic allocation of preventive resources by combining multiple neighborhood-level signals. The output is a priority hypothesis requiring local validation, community consultation, and implementation assessment.

Neighborhood Walkability Intelligence consequently serves three analytical functions. It characterizes environmental opportunity, contextualizes cardiometabolic burden, and supports prioritization. This represents the study's principal novelty: walkability is transformed from a passive neighborhood descriptor into an actionable—but carefully bounded—decision-support layer for prevention.

4. Research Methodology

4.1 Study Design and Simulated Neighborhood Dataset

The study adopts a simulation-based spatial epidemiology design. No actual GIS layers, electronic health records, census microdata, or individual clinical measurements were provided. A synthetic dataset was therefore generated to demonstrate how a Walkability Intelligence framework could be operationalized without presenting fabricated observations as empirical findings.

A reproducible sample of 420 hypothetical neighborhoods was generated. Each neighborhood received a Walkability Intelligence Score ranging from 0 to 100. The score represents a hypothetical composite of five environmental domains: street connectivity, destination accessibility, residential density, public-transport proximity, and pedestrian-supportive infrastructure.

4.2 Neighborhood Walkability Intelligence Construction

Table 1: Proposed Neighborhood Walkability Intelligence Framework

Analytical Domain	Illustrative Measurement	Illustrative Weight	Prevention Interpretation
Street Connectivity	Density of three-way or greater intersections within a network buffer	25%	Indicates route choice and directness for pedestrian movement
Destination Accessibility	Reachable daily-use destinations within walking distance	25%	Represents practical opportunities for utilitarian walking

Analytical Domain	Illustrative Measurement	Illustrative Weight	Prevention Interpretation
Residential Density	Residential units or population per developed area	20%	Supports proximity among residents, services, and transport
Public-Transport Proximity	Accessible transit stops and service opportunities	15%	Supports walking as part of multimodal travel
Pedestrian-Supportive Infrastructure	Sidewalk continuity, crossings, traffic-calming or equivalent local indicators	15%	Represents usability and physical support for pedestrian movement
Neighborhood Deprivation	Separate socioeconomic vulnerability score	Not included in WIS	Used to prioritize equity-sensitive intervention
Older-Adult Share	Percentage of older residents	Not included in WIS	Represents population vulnerability and accessibility needs
Cardiometabolic Risk Burden	Composite health-burden indicator	Outcome	Identifies areas where environmental prevention may have higher relevance

For the simulation, neighborhoods were divided into Low Walkability Intelligence (<40), Moderate Walkability Intelligence (40–65), and High Walkability Intelligence (>65). These boundaries are analytical conventions used for demonstration and should be replaced by empirically calibrated thresholds or locally meaningful quantiles when applied to real cities.

For eventual field validation, five concise resident-perception items could supplement objective GIS data. These questions are proposed only and were not administered in this study. Q1: "Most everyday destinations in my neighborhood can be reached conveniently on foot." Q2: "The street network in my neighborhood provides direct and practical walking routes." Q3: "Pedestrian crossings, sidewalks, or equivalent walking facilities make routine walking feasible." Q4: "Public transportation can be reached conveniently by walking from my neighborhood." Q5: "My neighborhood makes it practical to include walking in ordinary daily activities." Objective and perceived measures should be analyzed separately before any combined score is considered.

4.3 Statistical Analysis, Targeting Logic, and Ethical Status

Descriptive statistics were first generated for Cardiometabolic Risk Burden across Low, Moderate, and High Walkability Intelligence categories. The framework subsequently interprets neighborhoods through a prevention-targeting logic. Low-WIS neighborhoods with high cardiometabolic burden and high deprivation represent potential environment-plus-health priority areas. High-WIS neighborhoods with high health burden are interpreted differently because additional built-environment improvement may have lower marginal relevance than clinical, dietary, pollution-related, or socioeconomic interventions. Low-WIS neighborhoods with low current disease burden may warrant preventive surveillance or infrastructure planning rather than immediate intensive cardiometabolic programming.

No human participants were recruited. No identifiable addresses, health records, census records, mobility traces, or clinical measurements were processed. Human-subject ethical approval was therefore not applicable to the simulation. A real implementation linking residential geography with health records would require rigorous privacy protection, institutional ethical approval where applicable, transparent governance, appropriate geographic aggregation, and safeguards against neighborhood stigmatization.

5. Analysis

5.1 Cardiometabolic Risk Across Walkability Intelligence Levels

The simulation generated 78 low-walkability neighborhoods, 235 moderately walkable neighborhoods, and 107 highly walkable neighborhoods.

Mean Cardiometabolic Risk Burden was highest in the Low Walkability Intelligence group at 4.424. The Moderate group recorded a mean of 4.016, while the High Walkability Intelligence group recorded the lowest mean burden at 3.552.

The difference between the low- and high-walkability groups was approximately 0.872 points on the five-point simulated risk scale. This pattern represents the theoretical structure of the model rather than an observed population difference.

The progressive decline is useful for illustrating the targeting logic. Walkability information can distinguish neighborhoods according to environmental opportunity, but the relatively wide variation within categories indicates that walkability alone does not fully characterize cardiometabolic vulnerability.

5.2 Multivariable Results

Table 2: Simulated Descriptive and Multiple Regression Results

Analytical Component	Statistic	Estimate	Interpretation
Low Walkability Intelligence	n	78	Synthetic neighborhoods
	Mean Cardiometabolic Risk	4.424	Highest simulated burden
	SD	0.456	Within-group variation
Moderate Walkability	n	235	Synthetic neighborhoods

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Analytical Component	Statistic	Estimate	Interpretation
Intelligence			
	Mean Cardiometabolic Risk	4.016	Intermediate burden
	SD	0.424	Within-group variation
High Walkability Intelligence	n	107	Synthetic neighborhoods
	Mean Cardiometabolic Risk	3.552	Lowest simulated burden
	SD	0.484	Within-group variation
Regression	Walkability Intelligence Score, B	−0.019	Higher walkability associated with lower simulated burden
	SE	0.001	—
	t	−18.040	—
	p	< .001	Recoverable synthetic relationship
Regression	Neighborhood Deprivation, B	0.227	Higher deprivation associated with higher burden
	SE	0.019	—
	t	11.793	—
	p	< .001	Recoverable synthetic relationship
Regression	Older-Adult Share, B	0.020	Higher older-adult share associated with greater burden
	SE	0.004	—
	t	5.652	—
	p	< .001	Recoverable synthetic relationship

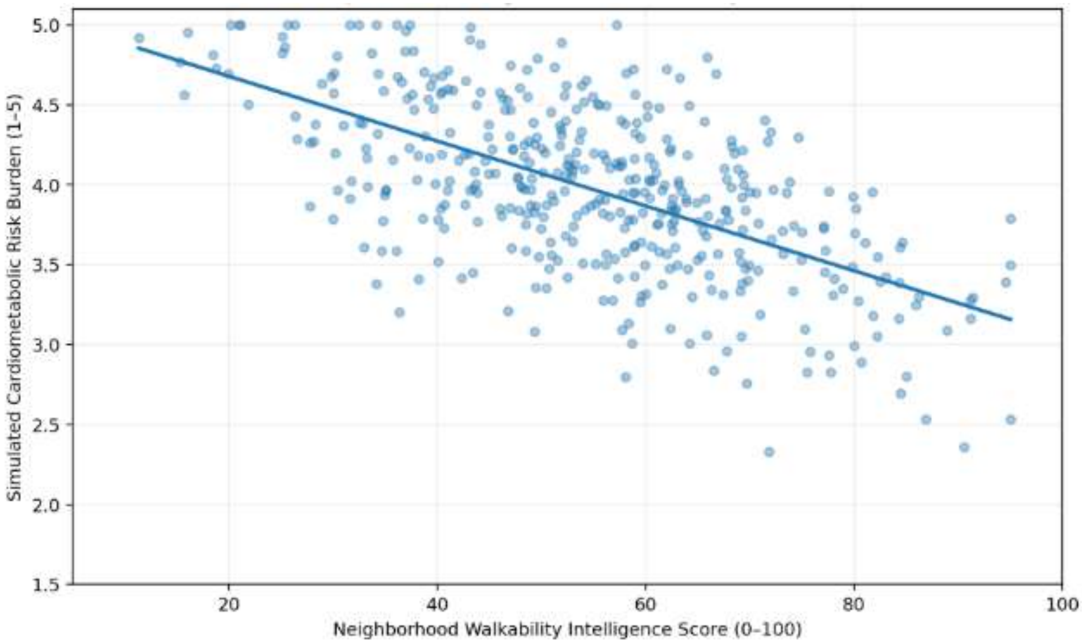
Source: Author-generated synthetic dataset, n = 420 neighborhoods. Note: Estimates are simulation outputs and must not be presented as measured effects from real populations.

Within the simulated model, a ten-point increase in Walkability Intelligence corresponds approximately with a 0.19-point reduction in Cardiometabolic Risk Burden when deprivation and older-adult population share are held constant. The result demonstrates how a standardized walkability measure could be incorporated into neighborhood-level risk modeling.

The positive deprivation coefficient is equally important. If health agencies prioritized neighborhoods only according to walkability, substantial socioeconomic vulnerability could be missed. The simulated framework therefore treats social disadvantage as a separate targeting dimension rather than assuming that environmental design captures every contextual determinant of cardiometabolic health.

5.3 Spatial-Prevention Interpretation of the Walkability–Risk Relationship

Graph 1: Simulated Relationship Between Neighborhood Walkability Intelligence and Cardiometabolic Risk



The scatter graph demonstrates a negative average relationship between Neighborhood Walkability Intelligence and simulated Cardiometabolic Risk Burden. Lower-WIS areas are concentrated toward the upper portion of the risk scale, whereas neighborhoods with higher scores tend to occupy lower risk positions.

The overlap among observations is analytically more important than a perfectly clean gradient would be. Some neighborhoods remain high risk despite moderate or high walkability, while some low-walkability neighborhoods show comparatively lower simulated burden. A real prevention-intelligence system should investigate precisely these discordant areas rather than treating them as statistical noise.

Key Finding: Neighborhood Walkability Intelligence is most useful when interpreted jointly with health and social data. A walkability score alone describes place; a walkability-intelligence system identifies whether environmental disadvantage coincides with preventable cardiometabolic vulnerability and therefore whether place-based intervention deserves priority.

6. Discussion

6.1 Walkability Intelligence as an Upstream Cardiometabolic Prevention Tool

The simulated findings illustrate a prevention model in which neighborhood walkability is treated as an upstream opportunity structure rather than a direct medical treatment. The proposed negative association between Walkability Intelligence and cardiometabolic burden is consistent with empirical literature showing that more supportive urban environments are frequently associated with greater physical activity and more favorable obesity or diabetes outcomes. Frank and colleagues connected GIS-derived urban form with objectively measured activity, while Sallis and colleagues demonstrated related environmental–activity associations across multiple international cities. Creatore and colleagues subsequently observed more favorable obesity and diabetes patterns in more walkable Ontario neighborhoods. These studies support the general plausibility of the framework without establishing the numerical coefficients used in the present simulation.

The key innovation is that an environmental score is not treated as the endpoint of analysis. Public-health agencies already possess multiple forms of geographically structured data, yet maps of disease and maps of urban form are frequently interpreted separately. Neighborhood Walkability Intelligence proposes that the useful decision unit is their intersection. When low walkability coincides with elevated cardiometabolic burden, environmental change may complement conventional prevention by making daily movement easier to integrate into routine life. Street-network improvement, pedestrian connectivity, accessible destinations, transit-linked walking, and safer crossings can operate continuously rather than depending on repeated individual enrollment in structured exercise programs.

6.2 Why Targeting Must Incorporate Deprivation, Vulnerability, and Local Context

The positive simulated relationship between Neighborhood Deprivation and Cardiometabolic Risk Burden demonstrates why environmental targeting should incorporate social context. Walkability research itself shows that environmental-health relationships differ across populations, locations, and specific outcomes. Den Braver and colleagues' review documented heterogeneous relationships between built-environment characteristics and diabetes, while Chandrabose and colleagues found stronger longitudinal evidence for some cardiometabolic outcomes than others. Braun and colleagues' largely null cardiometabolic findings in MESA provide an important counterweight to overly deterministic interpretations.

This heterogeneity has a direct equity implication. Neighborhoods with fewer economic resources may face barriers that are invisible in conventional walkability scores. A connected street grid is not equivalent to a supportive walking environment if pedestrian infrastructure is deteriorated, traffic risk is severe, destinations are unaffordable or irrelevant, or residents face work schedules and caregiving constraints that leave little discretionary time. Conversely, some lower-density environments may support activity through parks, trails, or recreational systems not fully captured by traditional land-use indices. The intelligence framework should therefore incorporate local validation before intervention priorities are finalized.

6.3 Implications for Precision Public Health, Urban Planning, and Preventive Care

A practical Neighborhood Walkability Intelligence system could support collaboration among public-health departments, urban planners, transportation agencies, primary-care networks, and community organizations. Areas with low WIS and high cardiometabolic burden could be examined for interventions such as connected pedestrian routes, safe crossings, access to public transport, destination clustering, walking-supportive streets, or linkage between neighborhoods and parks. Where rapid infrastructure change is infeasible, short-term preventive programs could use the same intelligence layer to locate walking groups, blood-pressure screening, diabetes-risk assessment, mobile health services, or community health-worker outreach.

The model also suggests that prevention strategies should differ by neighborhood profile. A high-risk, low-walkability area supports consideration of combined environmental and health intervention. A high-risk, high-walkability neighborhood demands a different diagnostic question: if environmental opportunity already exists, are risk patterns more strongly related to poverty, food access, pollution, age structure, health-care access, or other determinants? This differential interpretation prevents scarce infrastructure funding from being allocated merely because cardiometabolic burden is high. Walkability Intelligence becomes valuable precisely because it helps separate neighborhoods where environmental modification is plausibly relevant from those where other upstream determinants may deserve greater priority.

7. Conclusion

Neighborhood design represents a potentially important component of cardiometabolic prevention because daily environments repeatedly shape whether routine walking and active transportation are feasible. Established research has linked several components of walkability with physical activity, obesity, diabetes, and selected cardiometabolic markers, but the empirical literature also contains heterogeneous and null findings. This evidence does not justify treating walkability as a universal causal solution. It does justify investigating built-environment opportunity as one layer within multilevel prevention.

The present paper advances this objective by proposing Neighborhood Walkability Intelligence as a decision-support framework. The concept extends conventional walkability measurement by integrating urban-form characteristics with cardiometabolic burden and social vulnerability. In the synthetic dataset, average Cardiometabolic Risk Burden declined from 4.42 in low-walkability neighborhoods to 4.02 in moderately walkable neighborhoods and 3.55 in highly walkable neighborhoods. Regression analysis reproduced a negative Walkability Intelligence coefficient while showing independent positive contributions from neighborhood deprivation and older-adult population share. These numerical values are simulated and should not be interpreted as empirical effect sizes.

The principal methodological contribution is therefore not the estimated coefficient but the targeting logic. Prevention agencies should not ask only which neighborhoods are least walkable or which have the highest disease burden. They should identify where environmental limitations, health burden, and social vulnerability overlap. Such areas represent stronger candidates for coordinated interventions capable of addressing both the environmental opportunity structure and conventional cardiometabolic risk.

Future empirical research should validate the framework using real GIS data, longitudinal health records, appropriately aggregated socioeconomic information, pedestrian-infrastructure audits, objective mobility measures, and resident perceptions. Models should be calibrated locally and evaluated for spatial bias, residual confounding, residential self-selection, and differential effects across population groups. When implemented responsibly, Neighborhood Walkability Intelligence can help connect urban planning with preventive medicine by translating geographic information into transparent, equity-sensitive hypotheses about where place-based cardiometabolic prevention may generate the greatest public-health value.

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