



# Standalone Policies to Support Safe Routes to Parks

One way to commit to Safe Routes to Parks and spell out some clear next steps is by creating a strong standalone Safe Routes to Parks policy. Although incorporating Safe Routes to Parks into existing plans is also effective, a standalone policy shows clear commitment and establishes Safe Routes to Parks as a priority in a community. Standalone Safe Routes to Parks policies can take many forms and include a variety of goals, from articulating support of Safe Routes to Parks to staff directives to develop Safe Routes to Parks plans. Here are three examples of standalone policies that aim to make park access safer and more convenient for all people.

## What is Safe Routes to Parks?

Safe Routes to Parks aims to make parks more accessible for people walking, bicycling, and taking public transportation. This occurs by creating routes that are safe from traffic and personal danger for people of all ages and abilities, and ensuring that well-maintained and well-programmed parks are conveniently located within a 10-minute walk (approximately one half mile) from where people live. Safe Routes to Parks provides advocates with the tools to champion safe and equitable access during consideration of park siting, community engagement, allocation of funds, planning, and implementation of traffic and public safety initiatives, as well as park improvements. Over the long term, with increased safety and accessibility, Safe Routes to Parks seeks to increase park usage and improve health and wellbeing for people of all ages, races, abilities, and income levels. To learn more, visit [Safe Routes to Parks](#).

- ❖ **Complete Parks Resolutions** are a standalone policy developed by ChangeLab Solutions to encourage local governments to commit to developing Complete Parks plans and ultimately Complete Parks systems. “Complete Parks systems” create a holistic approach to planning, programming, and sustaining park systems that benefit all members of a community. To learn more about Complete Parks and access model resolution language, visit [ChangeLab Solutions’ page on the topic](#).
- ❖ **Safe Park Zones Ordinances** establish an area with lower speed limits around a park. In Illinois, Active Transportation Alliance worked to pass local Safe Park Zone ordinances, which lower speed limits near parks and incorporate signage denoting that speeds are lowered due to a park nearby. In some cases, speeding violations that occur within the Safe Park Zone incur additional fines that are then used to improve safety near the park. To learn more about Safe Park Zones, [visit this page from Active Transportation Alliance](#).
- ❖ **10 Minute Walk Commitments** are mayoral endorsements of the goal to ensure that all residents of a community have a high-quality park within a 10-minute walk, roughly a half-mile, of their home. The 10 Minute Walk is a national movement led by the National Recreation and Park Association, Trust for Public Land, and Urban Land Institute. To join the campaign, mayors sign a letter committing to enabling all residents of their cities to be able to walk to a high-quality park within a 10-minute walk of their homes. In some cities, mayors and city councils pass proclamations or resolutions in support of the campaign. To learn more about the 10 Minute Walk [visit the campaign’s website](#).

These examples and other standalone Safe Routes to Parks policies provide local governments with an opportunity to raise the importance of walkable, bikeable park access in their communities and take steps toward improving it. To learn more about Safe Routes to Parks and to read about examples of Safe Routes to Parks in action, visit: [Safe Routes to Parks](#).